SUPERCROSS: Goal To Goal Coverage

34485

IND MOTOCROSS ACTION MAGAZINE

JULY 1977 $1.00 UK60p

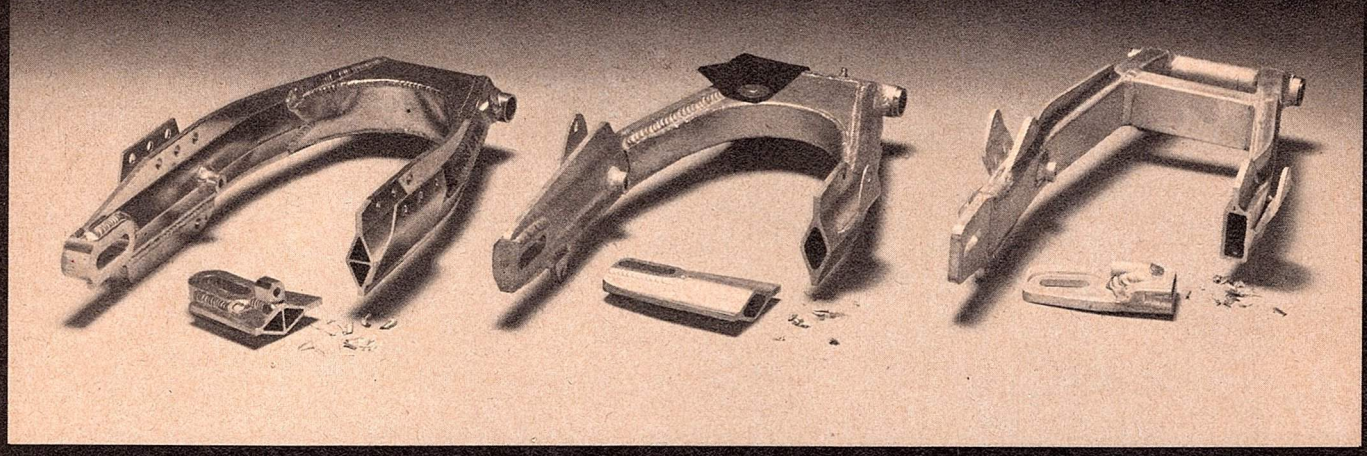
SPANISH 250 GRAND PRIX

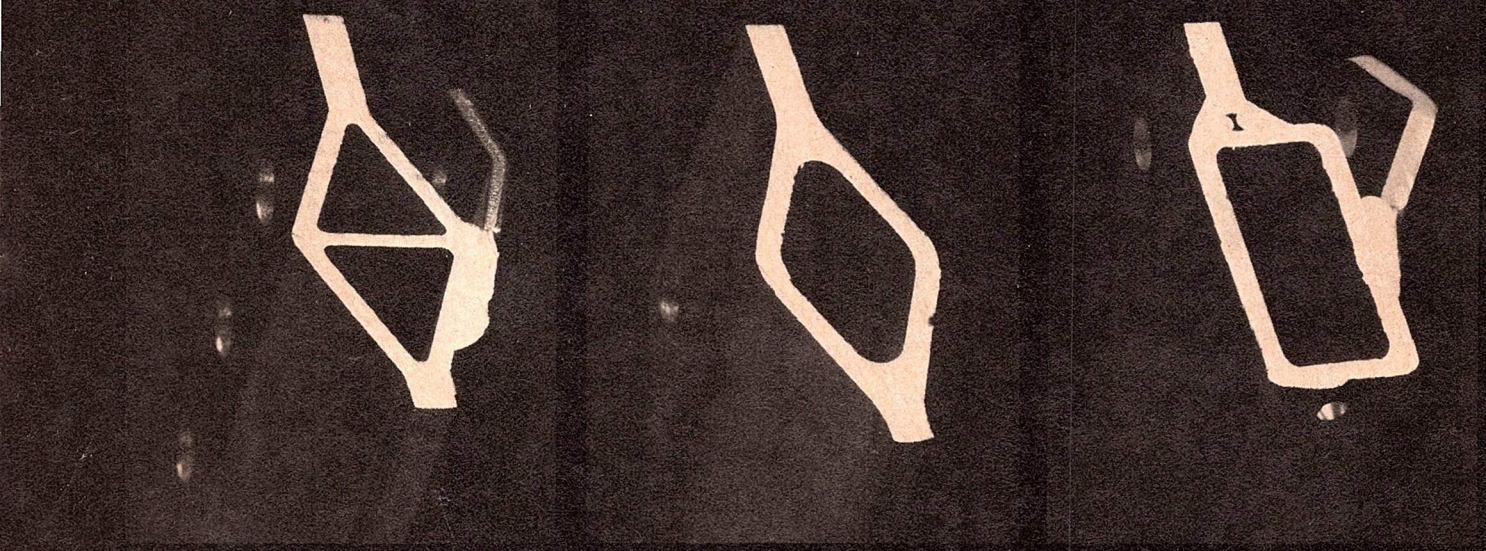
YAMAHA'S NEW EARTHQUAKE MACHINE

STEVE WISE: ROUGHING IT

0 70989 34485 07

THE INSIDE STORY.





CROSS UP'S PATENTED DOUBLE DIAMOND CONSTRUCTION.
4 POUNDS 12 OUNCES.

CONVENTIONAL UNREINFORCED DIAMOND CONSTRUCTION.
5 POUNDS 4 OUNCES.

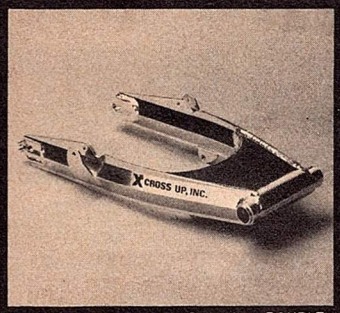
CONVENTIONAL UNREINFORCED BOX CONSTRUCTION.
5 POUNDS 12 OUNCES.

Any good alloy replacement swingarm will reduce stock unsprung weight. But there are differences in replacement swingarms. Not only is CROSS UP'S UNIQUE swingarm the lightest on the market, but our patented DOUBLE DIAMOND construction delivers extraordinary strength and rigidity for unmatched handling and stability. In short, it's the very best there is. Period.

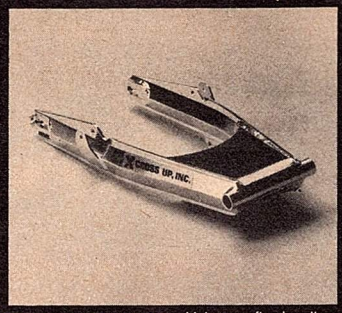
X CROSS UP, INC.

117 WEST 'B' STREET, WILMINGTON, CALIFORNIA 90744. ORDER TOLL FREE 800-421-1435. DIAL 213-549-6800 FROM CALIFORNIA. DEALER INQUIRIES INVITED.

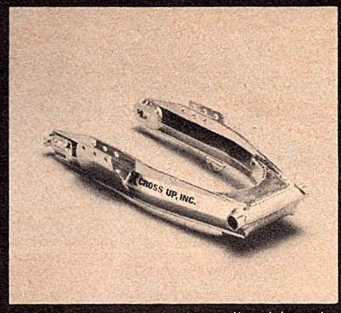
"PARTS FOR PROS"



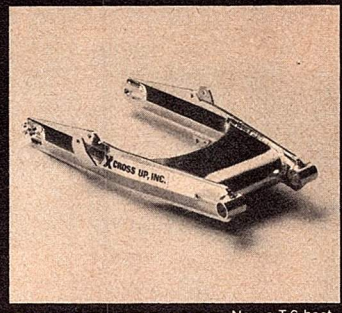
RM-250/370 Our unique DOUBLE DIAMOND extruded 6061 alloy swingarm is heat treated (T-6) for unmatched strength and rigidity as well as much less unsprung weight. Allows a full 9 inches of travel. Covered by our 6 month replacement guarantee. $130.



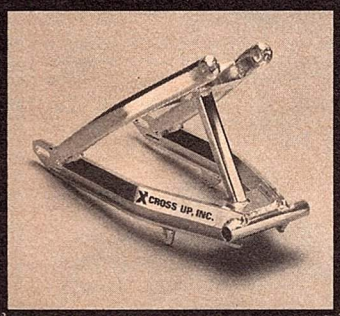
RM-100/125 Make your fine handler even better with our light, rigid, heat treated 6061 DOUBLE DIAMOND extruded aluminum alloy swingarm. You'll have 9 inches of travel with less strain on your shocks. 6 month replacement guarantee. $130.



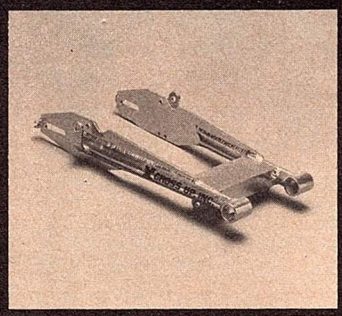
CR-125/MR-175 It weighs only 4 pounds 12 ounces, and our heat treated 6061 DOUBLE DIAMOND extrusion construction makes it STRONG. Three position shock mount for 13½" 14½" or 15½" shocks for up to 9 inches of travel. Fits the MR-175 too! 6 month replacement guarantee. $130.



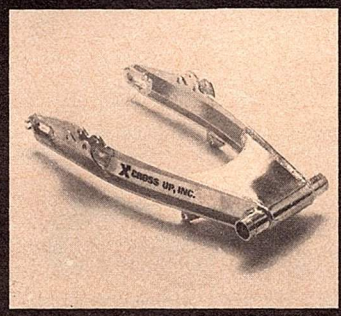
KX-125/250/400 Now a T-6 heat treated 6061 DOUBLE DIAMOND extruded alloy swingarm for the KX Kawasaki's. Offers a considerable increase in rigidity and wheel travel with a considerable reduction in unsprung weight. Covered by our 6 month replacement guarantee. $130.



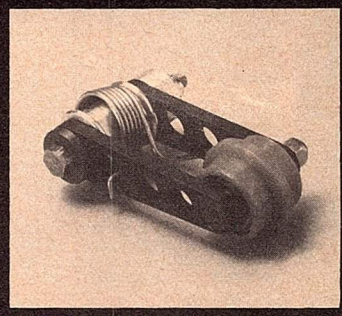
MONO The Monoshock has one problem: weight! Take off a lot of that unsprung weight by putting on our T-6 heat treated 6061 DOUBLE DIAMOND extruded alloy swingarm. It weighs only 5 pounds 3 ounces. Nothing will improve the handling of your YZ more! $150.



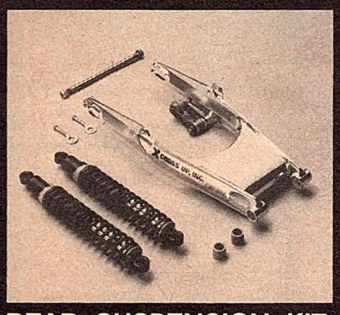
MINI Aluminum swingarms for the XR-75, RM-80 and YZ-80 made of extruded 6061 T-6 alloy. They each weigh 2 pounds 10 ounces and extend the wheelbase by 1 inch for better traction and control, less unsprung weight. Covered by our 6 month replacement guarantee. $90.



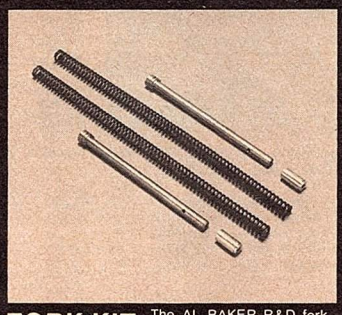
TT-500 Strong, rigid DOUBLE DIAMOND extruded 6061 T-6 alloy reduces unsprung weight by 2 pounds. Lengthens wheelbase by 2 inches for more travel and control. Two position shock mounts. Covered by our 6 month replacement guarantee. $130.



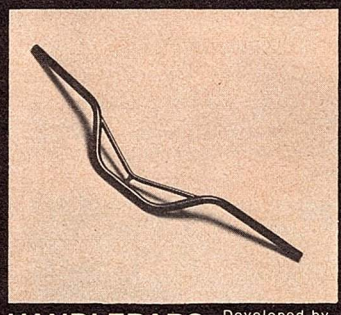
TENSIONER You can't buy a better chain tensioner. Beautifully designed, superbly engineered and proven durable in the last Baja 1000. Sealed ball bearing urethane roller, O-ring lubricant retention, stainless steel spring, aluminum arms and spring drum. The best! $50.



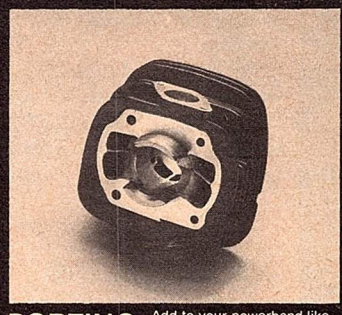
REAR SUSPENSION KIT Do it all at once with one of our DOUBLE DIAMOND swingarms, S&W freon gas shocks, space age bushings, heat treated tubular 4130 chrome moly axle, adjusters, and our $50 chain tensioner. You won't believe the handling difference! Complete kits from $240.



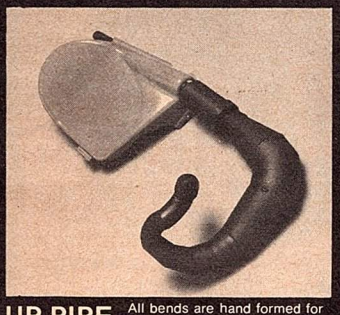
FORK KIT The AL BAKER R&D fork kit is the best on the market to date. The kit gives you an extra inch of travel and improved dampening, a must with long travel rear suspension. Available for CR-125's, MR-175's, all RM's, PE-250's and TT-500's. All hardware included. $60.



HANDLEBARS Developed by GARY JONES, 3 time National 250 MX Champ. Made of heat treated 4130 chrome moly tubing and featuring a unique heliarced center brace, they offer more face and chest protection. Weighs only 2 pounds 7 ounces. Black only. $21.

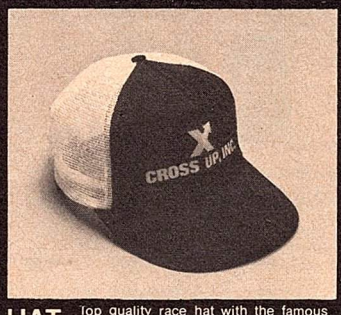


PORTING Add to your powerband like no other porting can with CROSS UP's new tunnel velocity port. Definitely the highest quality port work around. Available in stages from beginner to pro. Call for your tunnel velocity appointment and price today. 100cc kits available.



UP PIPE All bends are hand formed for maximum exhaust flow. This unique CROSS UP, INC. design greatly increases power in all ranges. Tuned for maximum output of your engine. Available for 1976-77 CR-125, RM-125A and B, YZ-80 and YZ-125 Mono. Mounting hardware included. From $55.

TT-500 PIPE Complete pipe weighs just 3 pounds—over 10 pounds less than the stock system. Provides freer engine breathing for 20% horsepower increase. Routes in tight to the engine for pipe and leg protection. $55 with silencer.

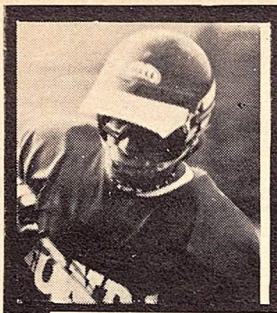


HAT Top quality race hat with the famous CROSS UP, INC. logo sewn on the front. Large bill, cool mesh top, it's adjustable and washable. Definitely a nice looking, comfortable hat that does what it's supposed to do. $4.

JERSEY Our new jersey is now more eye catching than ever. Striking black and white design on durable, lightweight, full vented 100% nylon. Black knit cuffs and collar. Small, medium, large, extra large. $16.

ORDER TOLL FREE
800•421•1435

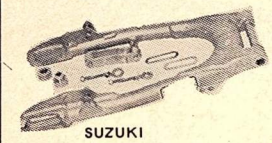
MINIMUM PHONE ORDER $20
DIAL 213-549-6800 FROM CALIFORNIA
117 WEST 'B' STREET, WILMINGTON, CALIFORNIA 90744.



THE SWITCH IS ON. JUST ASK MARTY SMITH.

The '77 season is here. Go with the Winners— MARTY SMITH, P.D.I. and YOU.

NEW PDI SWING ARMS



SUZUKI

HONDA

Part No.	Model	Retail
120-1125-00	CR125, '74,'75	119.95
120-1125-01	CR125M2, M3	119.95
120-1125-02	CR125M2 laydwn*	119.95
120-1175-00	MR175	119.95
120-1250-00	CR250M	124.95
120-1250-01	CR250M1, M76	124.95
YAMAHA		
120-2125-00	YZ, MX125	114.95
120-2125-01	YZ125 Mono Mag.	159.95
120-2250-00	YZ250 Mono Mag.	169.95
120-2400-00	YZ400 Mag.	169.95
SUZUKI		
120-3100-00	TM100	119.95
120-3100-01	RM100	119.95
120-3125-00	TM125	119.95
120-3125-01	RM125	119.95
120-3250-00	TM250	124.95
120-3250-01	RM250A	124.95
120-3250-02	RM250B	124.95
120-3370-00	RM370A	124.95
120-3370-01	RM370B	124.95
KAWASAKI		
120-4125-00	KX125	119.95
120-4250-00	KX250 '75,'76	124.95
120-4400-00	KX400	124.95
121-0000-00	P.D.I. Swingarm chain tensioner	7.95
121-0000-01	P.D.I. Swingarm chain adjuster	3.95
121-0000-02	P.D.I. Swingarm chain tension rollers	1.95

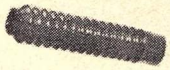
*Used by Marty Smith

RADIAL HEADS

YZ-80C Radial Head

HONDA	
CR-100	49.95
CR-125 M76	49.95
CR-125 M76	49.95
CR-250 M	64.95
CR-250 M1	64.95
CR-250 M76	64.95
MR-250	64.95
YAMAHA	
YZ-80 C	49.95
YZ-100C	49.95
YZ-125 & 125mx	49.95
YZ-125 Monoshock	49.95
YZ-250 Monoshock	64.95
SUZUKI	
TM-100	49.95
RM-100	49.95
TM-125	49.95
RM-125	49.95
RM-250	64.95
RM-370	64.95
RM-125A	49.95
RM-125B	59.95
KAWASAKI	
KX-125	49.95
KX-250 (75 & 76)	64.95
KX-400 (75 & 76)	64.95

MX FORK BOOTS



Specify Red, Yellow or Black

XR-75, YZ-80 & Most Mini Bikes	7.95
Most 100 & 125's	7.95
Most Long Travel 250's	8.95

PDI PIPES

Introducing the **ALL NEW PDI** Pro Line of MX Hi Performance Pipes for your Suzuki.

ALL NEW EXCLUSIVE Pro **EXPANDING HEAD PIPE**

RM 80	59.95
RM100	49.95
RM 100 Hi Pipe	69.95
RM 125	49.95
RM 125A Hi	69.95
RM 125B Hi	74.95
RM 250 Hi	79.95
RM 250B Hi	82.95
RM 370 Hi	82.95
RM 370B Hi	82.95

Our new PDI pipes will give you increased power all through the power band and will increase the top end RPM's. With a wider power band it will make your Suzuki easier to ride.

PDI PRO PORTING AVAILABLE

Call or Write For Information

520 CHAIN & SPROCKET KIT

HONDA		**YAMAHA**	
CR 125	39.95	YZC	42.95
CR 125 M2	39.95	RM125A	39.95

SUZUKI

RM 125/100 39.95

Sprockets Only 25.95 Chain Only 17.95

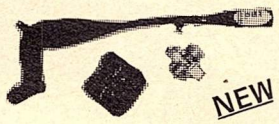
DUCK BILL SUZUKI RM FENDER

Front Colors:
Suzuki Yellow
Red, Opaque White
RETAIL: **$11.95**

Rear Suzuki RM Fender RETAIL: **$11.95**
Colors: Suzuki yellow, Opaque White

BOLT ON ENGINE KITS

Introducing the ALL NEW PDI "**BOLT ON ENGINE KITS**" for your Suzuki.



RM 80	125.95
RM 125A	154.95
RM 125B	159.95
RM 250	184.95
RM 250B	189.95

The ultimate in Bolt On Engine Kits for your new RM. This kit consists of our new Radial Head for maximum cooling and eliminates pinging. This kit also includes a specially jetted Mikuni carburetor and our new Pro-Hi pipe with the exclusive expanding head pipe for maximum RPM's. Also, two sets of our PDI fiber reeds to help broaden the power band.

FRONT FORK BRACE

RETAIL **$19.95**

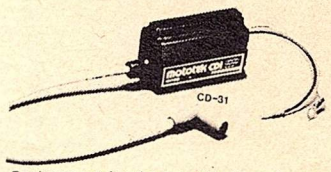
Introducing the **NEW** PDI Works style **FRONT FORK BRACE.**

This new brace eliminates front fork flex and also stops twisting of front forks and tripple clamps. Improves steering. Bolts on in minutes to the tripple clamps. A must for motocross or desert riding.

Air-Oil Suspension FORK CONVERSION

	Price
HONDA	
'74 CR 125	14.95
XL & SL 100 & 125	14.95
'74 - '75 MT 125	14.95
'75 CR 125M	10.95
'75 MR 175	10.95
'75 TL 250	10.95
'73 & '74 CR 250	14.95
'72-'75 XL 250 & 350	14.95
'75 CR 250 M1	9.95
'72 - '75 XR 75	13.95
'76 CR 125 M2	10.95
YAMAHA	
'75 YZC 100 & 125	14.95
'68-'76 M/X & YZ 250	14.95
'68-'76 M/X & YZ 360 400 & 500	14.95
'74-'75 M/X 100	14.95
'74-'75 M/X 125 & YZ 125	14.95
CT 1, AT 1, DT 125, ST 175, DT 175, 175 Trails	14.95
YZ 80, DT 80, 80 Trails, DT 90 Enduro	14.95
YZC 80	14.95
SUZUKI	
RM 125, 250 & 370	14.95
TM 250 & TM 400	15.95
TM 100 & 125, TS 185	15.95
All Betor Forks	15.95
All CZ Forks	15.95

Mototek Hi-Rev Ignition



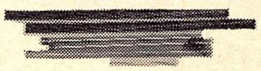
Replacement for the top coil allows for increased revs and more power throughout entire powerband. $59.95

FITS MODELS: Honda CR-125(all years), Suzuki TM-100, TM-125, 250, 400, RM-100 Rm-125, 250 & 370. Kawaski Kx-125 9 250.

NEW from PDI RM REPLICA GAS TANKS

uses stock mounts and cap. A must for your RM. Keeps your stock tank new. $37.95

NEW NEW NEW PDI FORK KITS

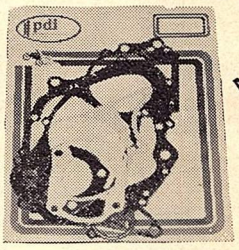


The ultimate in front fork travel and improved dampening. A must for moto cross or enduro.

RM125B	10½"	$59.95
RM250A&B	9¾"	59.95
RM370A&B	9¾"	59.95
PE250	9½"	59.95
YZ 125D	10½"	59.95
YZ 250D	11"	59.95
YZ 400D	11"	59.95
IT175	10½"	59.95
IT400	10½"	59.95
CR125 '76&'77	9.1"	59.95

Introducing PDI New Line of

HI PERFORMANCE GASKET SETS



	Complete Set	Top End Kit
HONDA		
CR 125	5.95	2.75
CR 125 M2	5.95	2.75
CR 250	6.95	2.95
CR 250 M2	6.95	2.95
SUZUKI		
RM 125A	5.95	2.70
Suzuki RM 125B	5.95	2.70
Suzuki RM 250A		
Suzuki RM 370 A&B		
YAMAHA		
YZ 80		
YZ 125C	4.65	2.75
YZ 125X	4.65	2.75

pdi PERFORMANCE DISTRIBUTING, INC.
1059 CLIFF RD. • BURNSVILLE, MN 55337

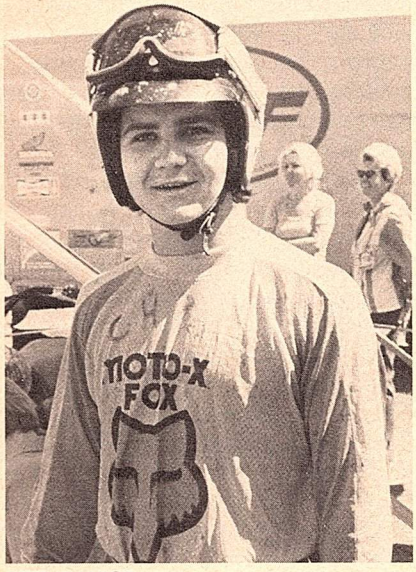
TO ORDER CALL
612-890-5541

DEALER INQUIRIES INVITED

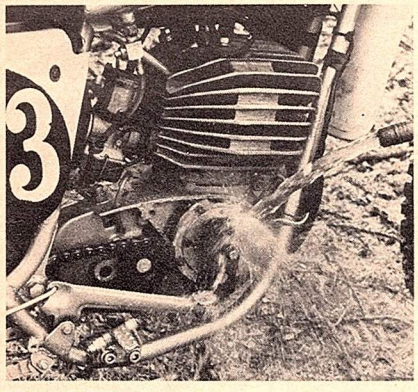
Minimum order $5.00

YAMAHA YZ400D

SUPERCROSS



STEVE WISE



MAICO CDI

MOTOCROSS ACTION MAGAZINE

JULY 1977
VOLUME FIVE
NUMBER SEVEN

Bikes

46 YAMAHA YZ400D
Didn't DeSoto's CZ weigh less?

58 BENGT ABERG'S BIKE
Four-stroke in the final form

Sport

26 SPANISH 250 GRAND PRIX
Heavy European flavor

30 SUPERCROSS TAKES OFF
Rounds one through five of night racing

40 WORLD MINI GRAND PRIX
Three days with Uncle Burt

Features

22 MAKING THE MIGHTIEST MINIS
The ankle-bikers' Godfather

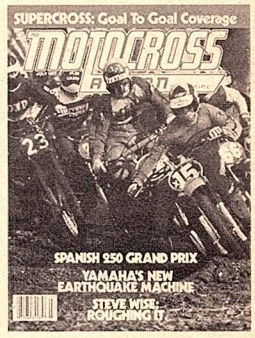
60 CDI FOR MAICOS
Never adjust your points again

People

52 STEVE WISE
Could he be the World's fastest privateer?

Regular Stuff

6 MAINJET
8 JODY'S BOX
12 MAIL ENTRIES
14 WINGNUT
16 DIRT
20 TRICKS
74 BERMSHOT



COVER: Heavy first-turn action captured by the magic lens of John Theriault. Radical Ron Turner leads the way at a local California pro go with Warren Reid coming on strong.

NEXT ISSUE ON SALE JULY 12

MOTOCROSS ACTION (July '77) is published monthly (semi-monthly in March and May) by Hi-Torque Publications, Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions $9.00 for 12 issues (one year). Remittance of additional $3.00 entitles subscribers to receive the Motocross Trans-AMA and Motocross Champions Specials. Foreign $2.00 per year additional for postage (Canada add $1.00 per year).

Copyright © 1977 by Hi-Torque Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express permission of the publisher.

Manuscripts, photographs and illustrations should be accompanied by a stamped, self-addressed envelope. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408, and at additional mailing offices. MOTOCROSS ACTION MAGAZINE, P.O. Box 317, Encino, California 91316.

MOTOCROSS ACTION magazine

Editor
DICK MILLER
Managing Editor
JODY WEISEL
Art Director
LARRY BROWN
Contributing Editors
PETE SZILAGYI
PAUL BOUDREAU
Test Consultants
PETE MALY
AL BAKER
LANCE MOOREWOOD
Production Editor
GEORGIA McCLAY
Typography
NORA GALVIN
JACQUELINE LE PAPE

hi-torque Publications, Inc.

President and Publisher
WILLIAM R. GOLDEN
Vice President
JACK UNDERWOOD
Advertising Director
JEFF SUMNER
Editorial Director
MIKE KERLEY
Production Director
LEW ROTH
Public Relations/Promotion Director
RITA GRANT MILLER
Circulation Manager
JOAN DILLON
Executive Art Director
MAURICE GOLDMAN
Advertising Coordinator
GAIL BERKE
Business Manager
S.F. GREEN
Customer Relations
NANCY PAYNE

EDITORIAL & ADVERTISING OFFICES
Hi-Torque Publications, Inc.
16200 Ventura Blvd.
Encino, California 91436 (213) 981-2317

ADVERTISING REPRESENTATIVES

THE PATTIS GROUP
INTERNATIONAL PUBLISHERS REPRESENTATIVES

LOS ANGELES: Rick Edman
Suite 717
1800 N. Highland Avenue
Hollywood, CA 90028
(213) 462-2700

CHICAGO: Jack Sackley
4761 Touhy Avenue
Lincolnwood, IL 60646
(312) 679-1100

NEW YORK: Mel Cikk
274 Madison Avenue
New York, NY 10016
(212) 679-7766

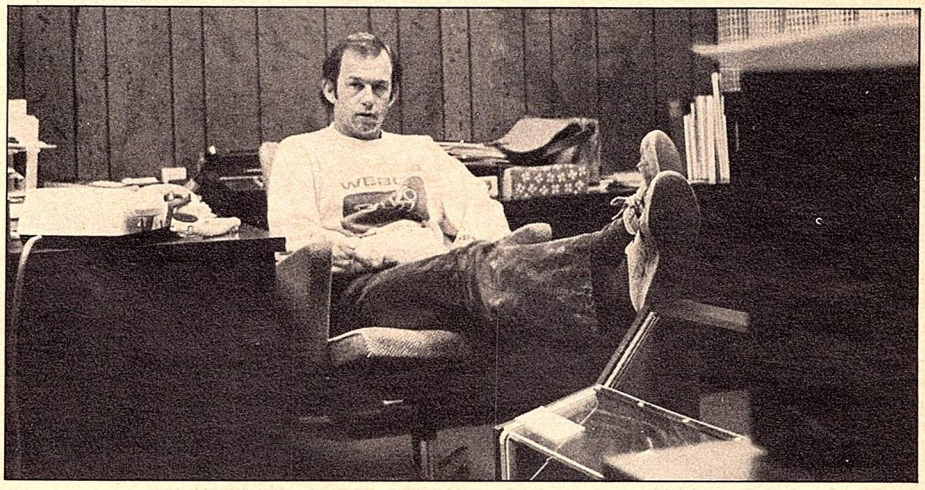
MIAMI: Ed Hirsch
12901 S.W. 64th Court
Miami, FL 33156
(305) 665-6263

CANADA: Sam Adelman
3285 Cavendish Blvd.
Montreal, PQ H4B2L9, Quebec
(514) 482-1454

LONDON: Mike Angeli
Eastgate House, Onslow Rd.
Walton-on-Thames
Surrey, KT125AZ, England
(093 22) 25524

On The Mainjet

By Dick Miller



☐ Frustration is lying in bed with your body fully encased in plaster and watching the Six-Million Dollar Man on TV running around doing supernatural things. It seems so ironic in this day and age with computers, lasers, missiles and supersonic jet travel that we haven't advanced very much in the methods used to piece a broken human being together.

I can remember when TV was in its infancy and the screens were so small that a popular accessory was a magnifying glass set in front of the set to enlarge the picture. Having a TV picture in color was inconceivable, and yet in a relatively short period of time all this is now commonplace. I can also recollect my grandfather encased in plaster to help mend a broken bone way back when, and yet recently I experienced the same procedure with relatively little change since my grandfather's time. Some degree of satisfaction for me versus my granddad's period while convalescing in a plaster body cast is a TV. All he had was a radio, but then in his time radio was more entertaining than now.

It's surprising how you can become addicted to a TV set when you're a command audience. When they finally let me leave the hospital and allowed me to convalesce at home, I was deposited on my bed by two husky ambulance drivers and I was to stay there for the next six weeks. Talk about cabin fever! I have a color TV, but it's in another room, and even if it had been moved into my bedroom I coudn't have used it because I didn't have a remote control, and besides, it was a console, so I wouldn't have been able to see it anyway since the body cast kept me on my back.

For three weeks I managed without watching TV and passed the time by reading and listening to the radio, which was OK during the day but got to be a complete drag at night. Before I got hurt most of my nights had been spent doing various things and I wasn't home much in the evening, and now when I had the time to waste watching TV I didn't have the proper situation. Paul Hunt, a long-time friend and former MX racer in Europe, tried to alleviate my predicament by designing a gurney so that I could slide onto it from my bed and wheel around the house. He works at Red Line Frames and had the necessary tools and hardware, and in a short time was trying to fit me to a chrome moly racing-style gurney complete with Skyway plastic bicycle wheels in front and shopping cart swivel types in the rear. The idea was for me to roll off the bed in my body cast onto this unit, which was bed height, and move myself around the house using the front wheels like a wheelchair. It was easier said than done, and much time was spent with Paul trying to improve upon his design using my son Rick as a tester. Rick kept trying to wheelie the thing, which was quite difficult since it had

a 48-inch wheelbase and was a scant foot and a half high. Pretty soon both he and the Bazzer had a course laid out through my house and were taking lap times. So much for that idea! I maneuvered myself into the next room a few times to watch the TV, but the effort wasn't quite worth it.

At the three-week mark and about the time when I had every mark on my ceiling memorized, Preston Petty flew down from Oregon and stopped by to see how I was doing. He asked why I didn't have a TV set in the room, and I explained the problem and added that I had ordered a remote-controlled portable a few weeks earlier but hadn't heard anything since. He stayed for a couple of hours and then split to run some errands and take care of some business. He said he'd stop by before he flew back to Oregon. Sure enough, a couple of days later Preston walked in with his Petty Products General Manager, Al Harold, and the two of them were lugging a new Sony remote-controlled color TV. I told Preston that he couldn't do that, and he said not to worry about it, that he had traded some guy a piece of plastic for it. Al volunteered that the piece of plastic was a Mastercharge card!

During the following weeks I logged a lot of TV time and soon became an expert on the medium. I had no idea how many TV programs and commercials used motorcycles to stimulate them. I also had no idea how bad most of them were that did. Those TV people must think most of us are a bunch of nerds, to insult our intelligence as they do and think no one notices. There are preschoolers that can tell the difference between a dirt bike and a street bike, yet there on the screen, time and time again, are "chopper" riders using full-blown motocross machines for action sequences in a street scene. Even worse is the dubbing of four-stroke sounds for two-strokes, and sometimes vice versa.

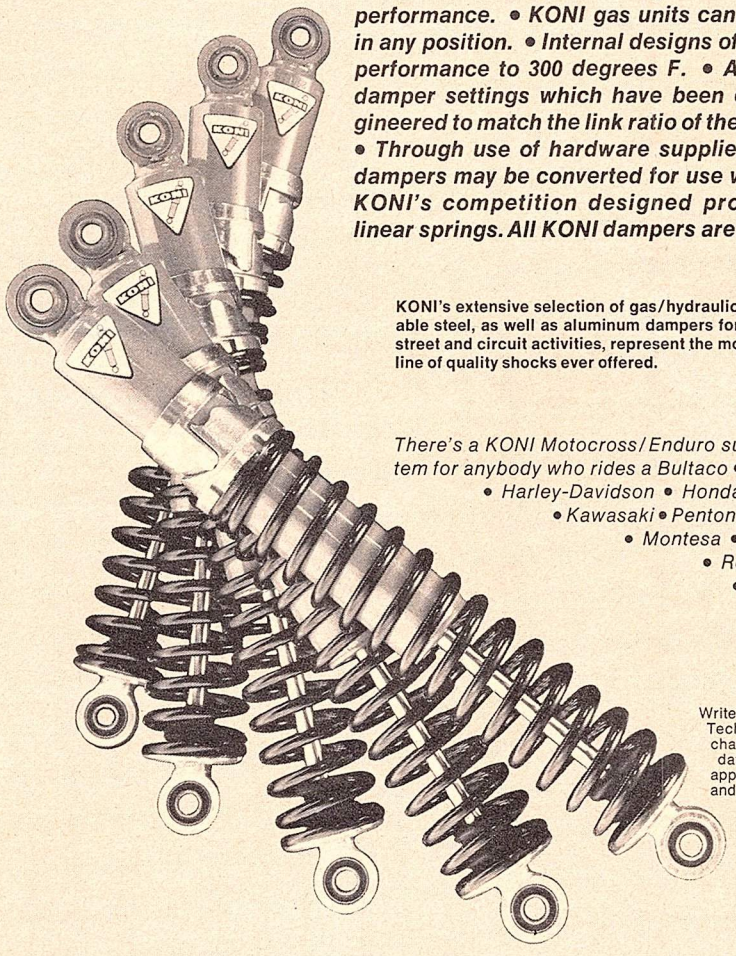
The commercials that some of the bike companies are using are quite well done and a credit to their ad agencies' ingenuity. Honda's "going strong" series even used motocross sequences featuring Marty Smith. Kawasaki used visual techniques, while Suzuki had you wondering how they separated the rider from the bike in their action scenes. I can tell you how Suzuki does their magazine ads with riderless bikes, because my son Rick rode one of the bikes during a shooting for a Suzuki brochure. It's mostly done by a good artist *after* the photos are taken, but the next time you look at a Suzuki ad you should know that each bike had a rider, and those jumps and wheelies were done sitting on the bike sidesaddle. Scary, huh!

I was at Snake River when Evel did his number, and sadly watched the latest TV spectacle of his trying to jump a pool of non-man-eating sharks. I am firmly convinced that people watch Evel hoping he'll succeed in whatever dumb thing he's attempting, but know in their hearts he's going to crash. I've seen

Continued on page 65

KONI Gas/Hydraulic System

• These new dampers have been developed through KONI's extensive research using international motocross circuits to prove their superior performance. • KONI gas units can be mounted in any position. • Internal designs offer fade-free performance to 300 degrees F. • Available in 4 damper settings which have been carefully engineered to match the link ratio of the suspension. • Through use of hardware supplied, KONI gas dampers may be converted for use with either of KONI's competition designed progressive or linear springs. All KONI dampers are dyno tested.



KONI's extensive selection of gas/hydraulic and adjustable steel, as well as aluminum dampers for motocross, street and circuit activities, represent the most complete line of quality shocks ever offered.

There's a KONI Motocross/Enduro suspension system for anybody who rides a Bultaco • Can-Am • CZ • Harley-Davidson • Honda • Husqvarna • Kawasaki • Penton (KTM) • Maico • Montesa • Ossa • Puch • Rokon • Suzuki • Yamaha and Zundapp.

Write for Free Technical brochure charts, recommendations, detailed application list and decals.

BIKONI LIMITED 150 Green St., Hackensack, N.J. 07601

KONI Shock Absorbers are available coast to coast at better dealers.

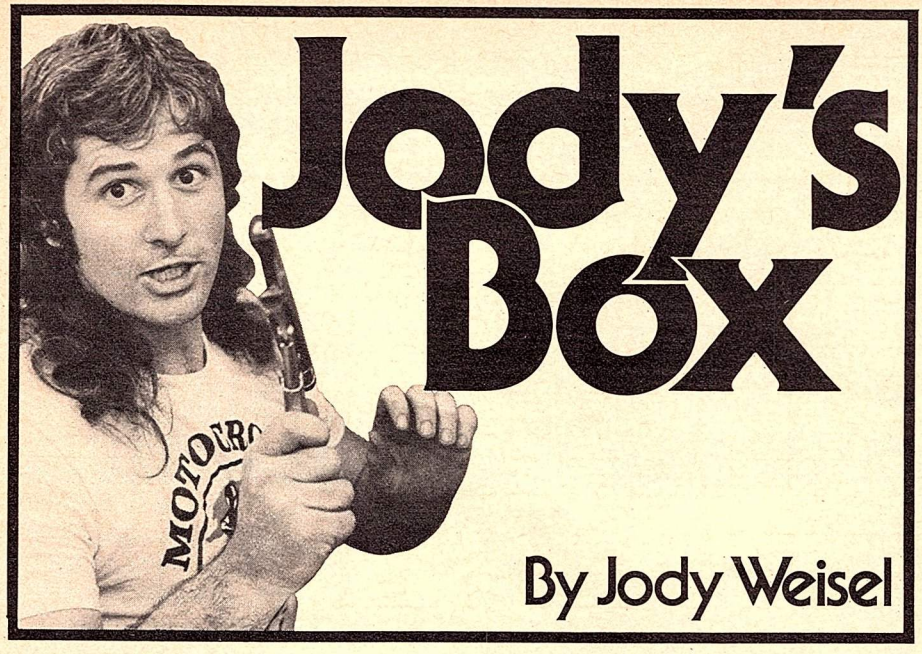
BIKONI LTD., Dept. MA, 150 GREEN ST., HACKENSACK, N.J. 07601
Please send me your FREE Technical Brochure covering both KONI Gas-Hydraulic System and Std. Steel adjustable shocks, with detailed charts, recommendations and KONI application list.

Name _____

Address _____

City _____ State _____ Zip _____

Circle 1 on page 73



Jody's Box

By Jody Weisel

☐Few motocross racers have aberrant or obsessive compulsive personalities, except when it comes to tools. I didn't want to become a tool collector, it just sort of came with the motorcycle. A few years ago I was leading a happy, carefree life without a worry or a tool. Then I bought a motocross bike and all manner of strange chromium utensils started appearing. Every week when the regular maintenance session came around for my scoot I would take my toolbox out, shake it briskly and dump it on the garage floor. That way I could get whatever I wanted quickly. It was through this shake and pour ritual that I first discovered that I was becoming a toolist (a collector of tools). It was soon after having purchased a larger toolbox that it became obvious that I'd never be able to shake a foot locker briskly enough without getting a hernia. It was a sobering sight to realize that I was hooked. The foot locker gave way to a steamer trunk. Soon I rented a U-Lock-It porta-garage for my tools. My family was embarrassed at the sight of a grown man going into withdrawal pains every time a Snap-On truck drove by.

My motocross stock consists of several well-used motorcycles, so when I start wrenching the tools get flung far and wide. The basis of my tool collection isn't the ordinary tool. I couldn't find a screwdriver if I needed one. As soon as my girlfriend discovered how handy screwdrivers were they all disappeared. It is impossible to find one to turn a screw with. They are all used to prop up begonias.

The forte of my collection is a number of totally useless and hideously expensive specialty items. Like all dedicated toolists I have a white board with the outline of each tool painted on it. Since no tool ever finds its way back to the board, the main use of this outlined board is to aid in identifying what pliers are to my girlfriend.

"Even an obsessed toolist knows that things are getting out of hand when he loses an eight-pound sledge in the bottom of his toolbox."

One day after spending two hours looking for an outside snap ring tool, which I had been holding two hours and five minutes earlier, I knew that something had to be done. Even an obsessed toolist knows that things are getting out of hand when he loses an eight-pound sledge in the bottom of his toolbox. Tools always come with this fancy chrome plating that makes every tool look exactly alike. So, in a cloudburst of intelligence I separated my tools into three horrendous piles: commonly used tools, occasionally used tools and seldomly used tools. I spray-painted the commonly used tools white, so they would be visible, the occasionally used tools red, and the seldomly used tools black. Now when I wanted an outside snap ring tool I would simply look in the seldomly used tools, or the black ones. Boy, was that the hot setup. Unfortunately it only lasted for about three days of handling the tools with greasy hands. I thought someone had sneaked into my garage and stolen all of my commonly and occasionally used tools, because all that was left in my toolbox was black, gritty tools. I lugged the tools down to the car wash and blew the grease and paint off.

Somewhere in my toolbox under the Hodaka clutch-holding tool, the plastic spring stopper, wire and tubing benders, exhaust pipe spanner and assorted other once-in-a-lifetime tools, I've got a 12mm open end and a flat-bladed screwdriver. Well, I had them yesterday. I suppose I'll have to use the old standbys: a butter knife and nutcracker.

We all own a reasonable amount of usable tools (metric wrenches, pliers, screwdrivers), but why is it that when reaching into the mungy depths of my toolbox all I can ever find is a Sachs flywheel puller? The only exception to this is when I want to pull the flywheel on a Sachs.

There are many people out there who share my plight. Toolists out of addiction, who would rather be free. Here is how I solved my problem. As a toolist my toolbox was heavily overstocked in esoteric devices and fancy foreign implements, so whenever I went down to Buffalo Crunch MX Park I'd lend tools to anybody. If you have ever been in the pits at a motocross race you know that people come up and ask to borrow the strangest things. Old TM400 Suzuki riders looking for orifice openers, CZ riders trying to borrow a Czecho-English dictionary to decipher their owner's manual, Bultaco riders who tried to shift on the left or the right when the other side was correct and need to borrow a gear puller to get the handlebars out of their chest. Or Hodaka owners who want to borrow a set of brake shoes or a large rock and a length of rope. Just one or two Sundays at the races and your toolbox will be back down to an acceptable number of tools — a butter knife and a nutcracker. ⓜ

DG No. 71 PERFORMANCE SPECIALTIES INC.

Phone 714/996-4430

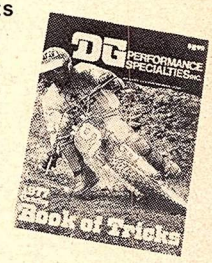
5552 La Palma Avenue East ■ Anaheim, California 92806

Engine Kits – 100cc/125cc

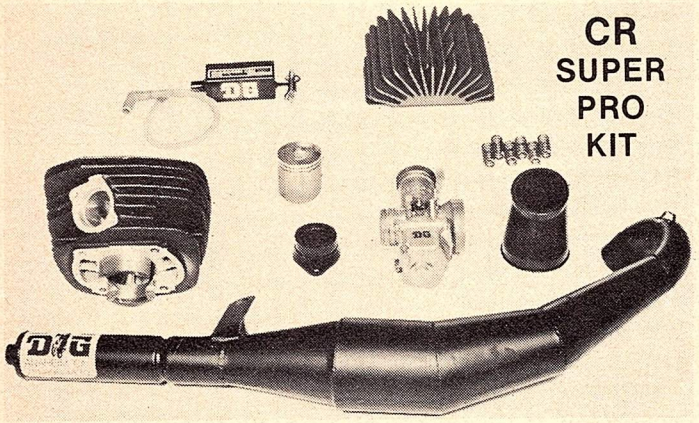
—this page from our 1977 catalog presents the "kit concept" of getting more performance from your racing bike. All kit items are available separately to provide any degree of performance upgrade you desire. Check our "Book of Tricks" for all your biking needs.

Twenty-four pages of proven performance specialties

Order Yours Today!



77 Book of Tricks $2.00



CR SUPER PRO KIT

CR125 SUPER PRO KIT $299.95 104-010-00-0

Includes: Factory Porting of Your Cylinder and Matching of Your Piston, plus DG's 17-Fin Gold Head, 36mm Keihin Prejetted Carb Kit (Carb, Boot, Manifold), Heavy Duty Clutch Springs, Mototek CDI, and DG's Super Pro Low-Pipe.

ALSO AVAILABLE:

CR125 PRO KIT $279.95 104-010-01-0

Includes: Factory Porting of Your Cylinder and Matching of Your Piston, plus DG's 17-Fin Gold Head, 34mm Mikuni Prejetted Carb Kit (Carb, Boot, Manifold), Heavy Duty Clutch Springs, Mototek CDI, and DG's Pro Low-Pipe.

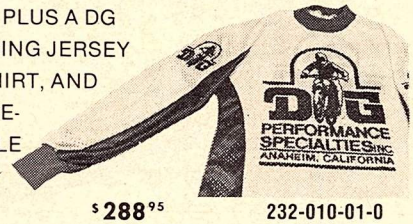
CR125 INTERMEDIATE KIT $145.95 104-020-01-0

Includes: DG's 17-Fin Gold Head, 34 mm Mikuni Prejetted Carb Kit (Carb, Boot, Manifold), and DG's Pro Low-Pipe.

CR100 (Sleeve-Down) KIT $324.95 104-010-03-0

Includes: Cylinder Sleeve Pressed-In and Ported, plus Piston Kit (Rings, Clips, Pin), DG's 17-Fin Gold Head, 32mm Mikuni Prejetted Carb Kit (Carb, Boot, Manifold), Mototek CDI, and DG's Pro Low-Pipe.

ALL DG ENGINE KITS HAVE COMPLETE INSTALLATION INSTRUCTIONS PLUS A DG RACING JERSEY T-SHIRT, AND RACE-STYLE CAP



YZ125D PRO KIT $288.95 232-010-01-0

YZ125C PRO KIT $215.95 222-010-01-0

YZ125X PRO KIT $265.95 223-010-01-0

Includes: Factory Porting of Your Cylinder and Matching of Your Piston, plus DG's 17-Fin Gold Head, 32mm or 34mm Prejetted Mikuni Carb, Heavy Duty Clutch Springs, Mototek CDI, and DG's Pro Hi-Pipe. Note: Mototek not included in YZ125C kit.

ALSO AVAILABLE:

YZ125D INTERMEDIATE KIT $161.95 232-020-01-0

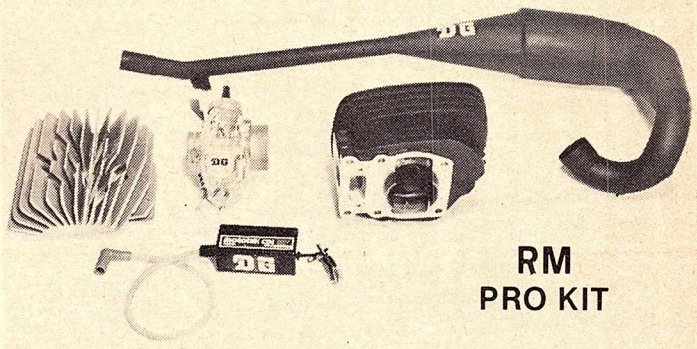
YZ125C INTERMEDIATE KIT $130.95 222-020-01-0

YZ125X INTERMEDIATE $135.95 223-020-01-0

Includes: 32mm or 34mm Prejetted Mikuni Carb, Mototek CDI and DG's Pro Hi-Pipe. Note: Mototek not included in YZ125C kit.

YZ100C PRO KIT $247.95 221-010-01-0

Includes: Factory Porting of Your Cylinder and Matching of Your Piston, plus DG's 17-Fin Gold Head, Mototek CDI, Fiber Reed Pedals, and DG's Pro Hi-Pipe.



RM PRO KIT

RM125B PRO KIT $295.95 345-010-01-0

RM125A PRO KIT $295.95 344-010-01-0

Includes: Factory Porting of Your Cylinder, DG's 17-Fin Gold Head, 34mm Prejetted Mikuni Carb, Mototek CDI, and DG's Pro Hi-Pipe.

ALSO AVAILABLE

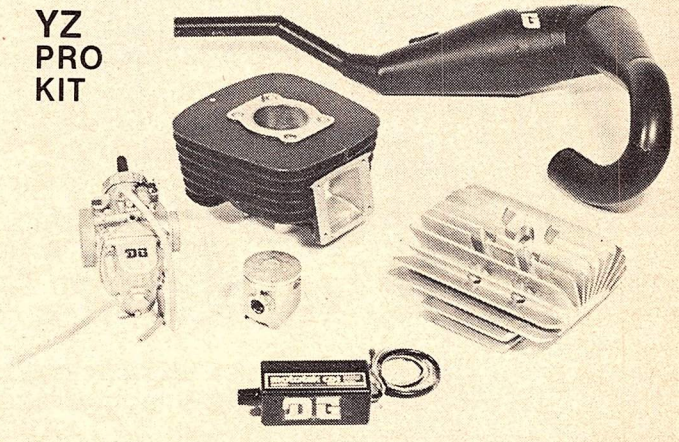
RM125B INTERMEDIATE KIT $162.95 345-020-01-0

RM125A INTERMEDIATE KIT $162.95 344-020-01-0

Includes: 34mm Prejetted Mikuni Carb, Mototek CDI, and DG's Pro Hi-Pipe.

RM100B PRO KIT $285.95 354-010-01-0

Includes: Factory Porting of Your Cylinder and Matching of Your Piston, plus DG's 17-Fin Gold Head, 32mm Prejetted Mikuni Carb, Mototek CDI, Fiber Reed Pedals, and DG's Pro Hi-Pipe.



YZ PRO KIT

Circle 2 on page 73

JT PHASE 2 DUAL-LAYERED FOAM AIR FILTERS

"DESIGNED TO WIN"

Used by

Gerrit Wolsink — Team Suzuki, Heikki Mikkola — Team Yamaha, Team DG, Team FMF, Team Husqvarna — Team Maico

YAMAHA 1977
- 125 YZ-D $11.75
- 250-400 YZ-D, IT-400 ..... $12.75
- YZ-80D (Foam Only) ..... $ 6.30

SUZUKI 1977
- 125 RM-B $12.05
- 250-370 RM-B $12.05
- 80 RM (Foam Only) ..... $ 2.95

HONDA 1977
- CR 125 (Foam Only) ..... $ 8.15

HUSQVARNA 1977 (All) $12.75
MAICO 1977 (All) $12.05
KTM 1977 (All) $12.75
BULTACO 1977 (All) $10.40
OSSA 1977 (All) $10.40
KX 250-400 ..... $12.05

All filters come complete with 1 cage and 1 dual-layered foam element unless otherwise indicated (Phase 2 sticker included).

JT "ACTION OIL" — The Original PHASE 2 Oil
- Pints ..... $ 2.95
- Quarts ..... $ 4.95

COUPON

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

ITEM _____ SIZE _____ COLOR _____

ITEM _____ MODEL _____ YEAR _____

NAME APPLIED _____ NUMBER APPLIED _____ AMT. ENCLOSED _____

☐ Master Charge ☐ American Express ☐ BankAmericard # _____
Exp. Date _____. Send Money Order to avoid delay in shipping. Calif. residents add 6% sales tax. Will ship COD same day. For super-fast delivery call us un-collect (714) 479-9696.

JT Racing Imports, Box 10, Bonita, CA 92002

Dealer Enquires Invited

GREAT NEW JT JERSEYS

JT WFO JERSEY
All Acrylic fabric absorbs like cotton but doesn't shrink or fade. Padded elbows and double yoke.

JT HALF 'N HALF JERSEY
Protects heated muscles from blasts of cold air yet cools at the same time! Yoke and sleeves are acrylic but the body portion is vented nylon. Padded elbows and double yoke.

Either jersey available in the following color combinations:

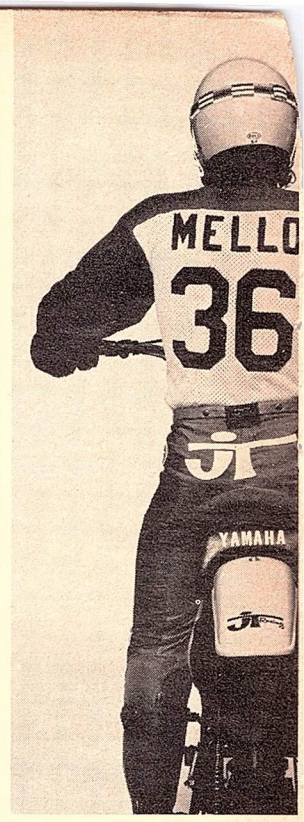
Solid colors:
Red, Blue, Yellow

Combination Colors:
Yellow Yoke/Sleeve-White Body
Blue Yoke/Sleeve-White Body
Red Yoke/Sleeve-White Body
Blue Yoke/Sleeve-Yellow Body
Red Yoke/Sleeve-Yellow Body

Adult sizes — S, M, L, XL $15.95
Boys sizes — S, M, L $13.95

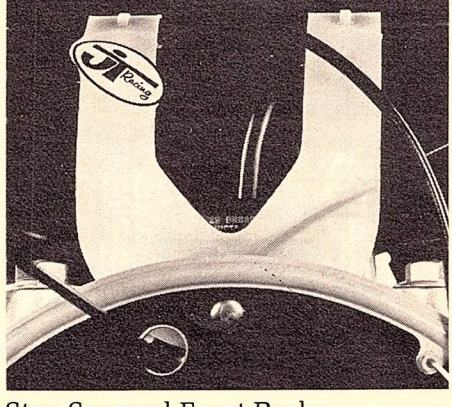
CUSTOM AMA REGULATION SIZE LETTERS/NUMBERS APPLIED
Name (10 letter limit) ..... 85¢/letter
Number $1.75/digit

★SORRY, no C.O.D. orders on custom lettering★



Sole U.S. Importer for SUNISALO

KABLE KEEP



Stop Snagged Front Brake Cable $1.95

ALL NEW COLOR CATALOG FOR '77 ..... $2.00

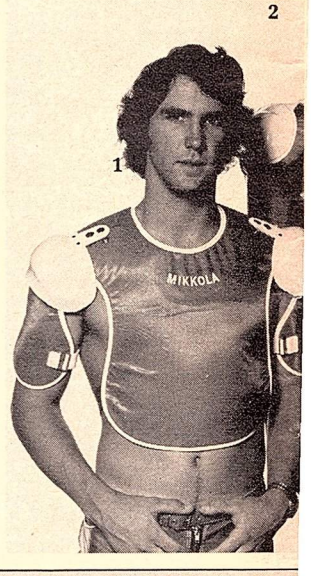
★★!!STICKERS!!★★

JT HELMET STICKER KIT
Kit Includes: 1 Large Visor Sticker; 2 Small Helmet Stickers. Choice of: Red, Blue, Black, White or Yellow $1.00

JT STICKIE BAG
10 Trick Stickers (JT, DG, FMF, Bell, Scott, Others) $2.95

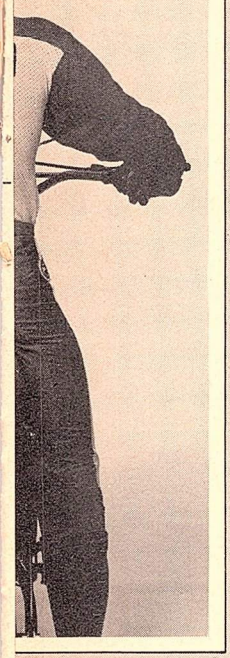
JT TEAM STICKERS
Choice of: Red, Blue, White, Yellow or Black ..... 25¢ each

*All Sticker orders must be accompanied by stamped self-addressed envelope.



JT OFFERS I SHOULDER A

1. JT Mikkola Chest Prote
1a. *JT Junior Mikkola Ches*
2. JT Junior KOHO Should
3. JT Adult KOHO Should
4. JT "Body Shell" — Tot
   Small (32" to 38" ch
   Medium (34" to 40"
   Large (36" to 42" ch
   Extra Large (38" to



JT WORLD CHAMPIONSHIP MOTOCROSS GLOVES

All JT gloves have the same famous 3-month guarantee. Used by more Pro's than any others:
BOB HANNAH — 1977 National Champion 125cc
HEIKKI MIKKOLA — 1977 World Champion 250cc
GASTON RAHIER — 1977 World Champion 125cc

JT ADULT GLOVES — Sizes 8, 9, 10, & 11

- JT Champion — Orange, White Leather/Black Backing, Fully Padded
- JT Black and White — Black, White Leather/Black Backing, Heavily Padded Goat Skin. $28.85
- JT Mikkola I — Red Leather/Black Backing (Lightly Padded) $28.85
- JT Mikkola II — Blue Leather/White Backing (Fully Padded) — JT's BEST $32.85
- JT American — Red, White and Blue Leather/White Backing (No Padding) $24.95
- JT Team FMF — Red Leather/Yellow Backing (Inside Padding) $24.95
- JT Team DG — Blue Leather/Yellow Backing (Inside Padding) $28.85
- JT Champion II (Orange, White/Black Backing) . . $24.95

JT "CHAMPION REPLICA" KIDS GLOVES — ALL NEW — Sizes 5, 6, 7 (No Padding)

- *JT Mikkola Replica — Red Leather/Black Backing*
- *JT Champion — Orange, White Leather/Black Backing*
- *JT Team FMF — Red Leather/Yellow Backing*
- *JT Team DG — Blue Leather/Yellow Backing* $18.95

Name on Knuckle (7-letter limit) . . . . . $ 5.00

BELL RT — Red, Blue, White, Orange $49.95

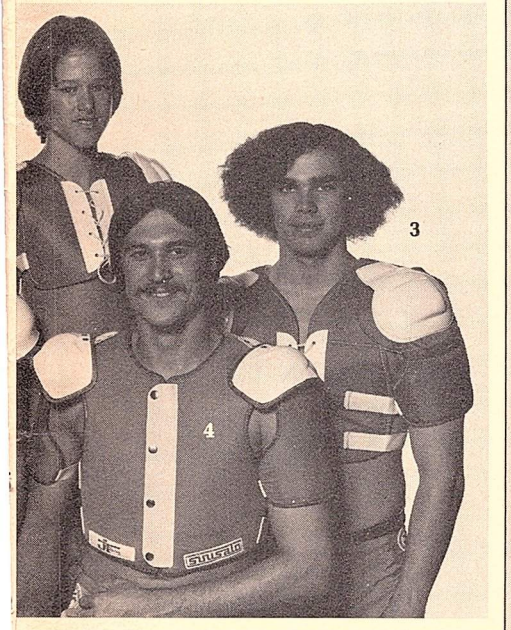
JT TEAM PEAKS (5-Snap with JT Logo) Red, White, Blue, Yellow, Smoke . . $ 3.95

"707" FINNFIGHTER Rock Guard. . . . . $ 6.95

BARUFFALDI MX GOGGLE. . . . . $ 7.95

JT Racing USA

Motocross Equipment



IRST CLASS COMPLETE ND CHEST PROTECTION

tor $28.85
Protector (not shown). $28.85
er and Chest Protector $28.85
r and Chest Protector $44.65
l 360 Degree Protection
st) $48.95
hest) $48.95
st) $49.95
4" chest) $49.95

JT UnLEATHERS WORLD'S BEST NYLON/LEATHER COMBINATION PANT

COPIED BY ALL: EQUALLED BY NONE APPROVED FOR AMA PROFESSIONAL MOTOCROSS

ADULT MX PANTS —
Sizes 28", 30", 32", 34", 36", 38"

- Mikkola Replica — Red, Blue/White Stripe
- Team Yamaha — Black, Yellow/White Stripe
- Team FMF, Maico — Red/Yellow Stripe
- Team DG, Husky — Blue/Yellow Stripe
- Team Bultaco — Black, Red/Yellow Stripe. $94.95
- Team Honda — Red/Blue/White Honda Letters. $123.95

JT KIDS "REPLICA UNLEATHERS"
All new kids sizes 22", 24", 26"
Mikkola replica, Team Yamaha, Team FMF, Team Maico, Team DG, Team Husky, Team Bultaco (Colors as above). $65.95
Team Honda. $79.95

Custom Lettering on Rear $2.00/letter
JT Team Logo on Rear. . . . . $ 5.00

JT CHAMPION BOOTS

ADULT SIZES Blue Leather/ Yellow Shin & Ankle Plate; Red Leather/Yellow Shin & Ankle Plate; Black Leather/Yellow Shin & Ankle Plate. $89.95

ALL NEW!! KIDS SIZES *4 through 6 Same Color Choices as above — Exact Replicas 86.95*

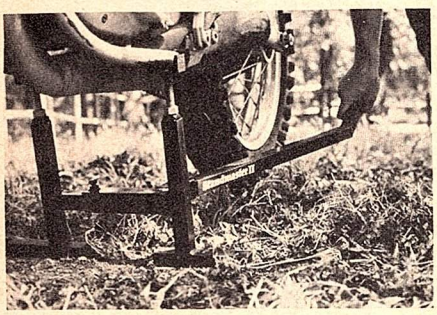
ALL NEW!! ENDURO BOOT *Blue Leather/ Yellow Plates — Adult Sizes Only. $89.95*

ROUGH
•
RUGGED
FOR THE RIDER WHO'S BOTH

Standmaster I

- Folds flat for easy storage.
- Compact size for ease of handling.
- Adjustable in width and height to fit any bike.
- Extra wide "feet" for stability.
- Sturdy construction for years of use.

Standmaster II



- Adjustable in width and height to fit any bike.
- Detachable arm for convenience in storage.
- Broad base for stable use anywhere.
- Precision-engineered of squared tubular steel

D&K

ORDER NOW FROM:

D & K
9011 Georgia Lane
Modesto, California
95351

phone (209)521-6914

(DEALER INQUIRIES WELCOME)

____STANDMASTER I Adjustable - $19.95 ____
____STANDMASTER II Adjustable - $24.95 ____
Add sales tax (your state) - - ____
$1.25 shipping & handling - - ____
Enclosed is my check/money order for $____
PLEASE RUSH TO: Name_____
Address_____
State_____
Zip_____

Circle 3 on page 73

Mail Entries

SHORT SUBJECTS

Dear MXA:

We, the girls of Team Rosy Cheeks, would like to make ourselves available to find out how Jody's silk shorts got on Miss Hang Ten.

Team R.C.
Los Angeles, California

OHH YEHH

Dear MXA:

If Dan Dislane would learn how to spell Pat Moroney's last name right (Moroney, not Maroney), maybe Pat would tell him how to obtain a pro license.

A Devoted Fan
St. Petersburg, Florida

TWO DOUBLE ZEROS

Dear MXA:

I am an avid 175 rider and would like to know why you don't test these bikes in your magazine. I'm talking about the Bultaco and Penton. It seems to me that you do too many 125 tests.

Kevin Groh
Milwaukee, Wisconsin

THIRTY DAYS

Dear MXA:

I'd just like you to know that I subscribe to you because of the action and the tests, but this month I was pissed off because you sent me my May issue before my April issue. I just want you to know this because I have been having sleepless nights because of this error.

David Kubo
Avalon, California

(You mean May doesn't come before April? — ed.)

H-D GOLF CARTS

Dear MXA:

I noticed in the Yellow Pages that Harley-Davidson manufactures golf carts!

Mike Bjornson
Culver City, California

(They're for racers who would rather let their fingers do the walking.)

BUN IS BUN

Dear MXA:

I am 15 years old and I like to come up behind people and kick them in the butt when they bend over. Man, when I saw two Bazzers bending over I lost control and drop-kicked the magazine across the store. Fortunately the manager didn't see me and I bought a different one. I think the real Baz is on the left.

David Hoogerland
Titusville, Florida

Dear MXA:

While reading your May '77 article on How to be a Motocross Star I was wondering if the Malibu Grand Prix driver's license was mandatory with the other licenses pictured? Also, in your Bazzer's buns quiz, if you noticed, the buns on the right are dressed like Jody Weisel who is pictured below. Keep up the good work.

Mark Soukup
Reno, Nevada

Dear MXA:

Left.

Jane Bancroft
Mt. Pleasant, Pennsylvania

Dear MXA:

After careful consideration a dart told me the real Baz is on the right.

Deadeye Dick Remer
Linwood, New Jersey

IT MUST BE WORKING

Dear MXA:

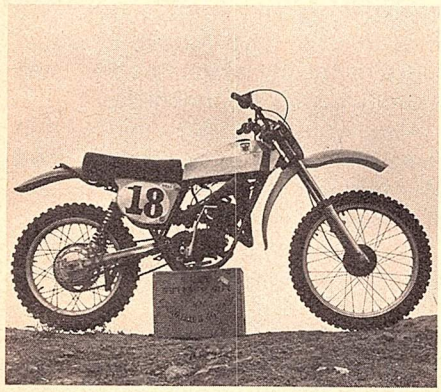
I've been reading those put-down Bultaco ads on your back cover for a few months now. In each of these ads the last line says: "Built by a company that makes motorcycles. And nothing else." Apart from lousy grammar, does this mean that they're going to keep it up until they get it right?

Steve Lanahan
San Diego, California

ONE-OFF TANKER

Dear MXA:

I saw the Hodaka hundred in your May issue and it has the best looking gas tank I have ever seen. Being in desperate need of a gas



tank, I called Alex Steel and they said they didn't make them anymore. My question is, would you be willing to part with yours for a price? I could not go on living without it now that I have seen it.

James Avitabile
Braintree, Massachusetts

Dear MXA:

What is the address of Alex Steel?

John Bannister
Redding, California

Dear MXA:

Obviously it is another Maico ripoff. How much and where do I send my cash to get one like it? That has got to be the coolest piece of pressed aluminum in the world.

Steve Grubby
Barstow, California

TREAT YOURSELF TO THE ULTIMATE BRAKING SYSTEM.

"INCREDIBLY SMOOTH BRAKING"
JIM TURNER
1976 250 & 500cc
CANADIAN
NATIONAL CHAMPION

Bolt on our new full floating brake kit and eliminate rear wheel hop while braking. Kit comes complete with backing plate, tie rod, and anchor plate. Bolts on in minutes!

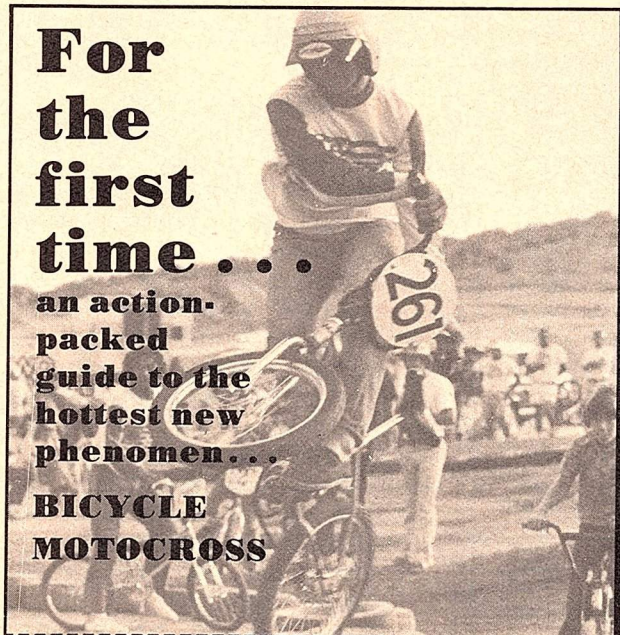
$99.50

AVAILABLE FOR:
1975-77
RM 250/370 A,B
250 PE ENDURO
1976-77 RM 125 A,B
1977 RM 100B

MX Motocross Center
643 E. ARQUES AVE.
SUNNYVALE, CA 94086
(408) 245-6060

DEALER INQUIRY INVITED

Circle 4 on page 73

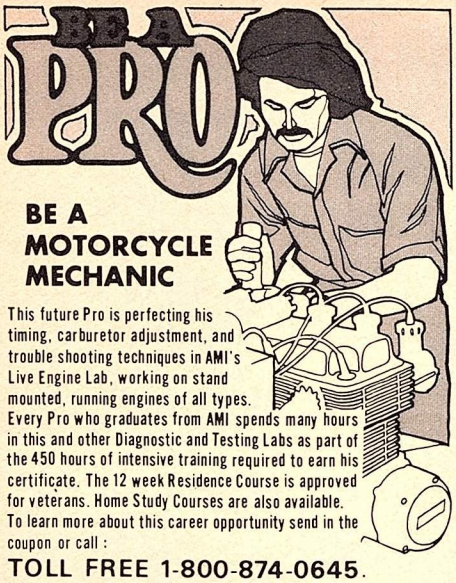


Filled with thrills of BMX competition coverage. Tips on everything you ever wanted to know about bicycle motocross — the tracks, new equipment, the top riders, and . . . more.

DON'T MISS THE EXCITEMENT OF . . . BICYCLE MOTOCROSS Order Today — $1.50

BICYCLE MOTOCROSS
P.O. Box 317, Encino, California 91316
Please enclose a check or money order for $1.50 plus 50 cents postage and handling. Make checks payable to Hi-Torque Publications, Inc. MX5-7

Name_____
Address _____
City _____
State _____ Zip _____



BE A MOTORCYCLE MECHANIC

This future Pro is perfecting his timing, carburetor adjustment, and trouble shooting techniques in AMI's Live Engine Lab, working on stand mounted, running engines of all types. Every Pro who graduates from AMI spends many hours in this and other Diagnostic and Testing Labs as part of the 450 hours of intensive training required to earn his certificate. The 12 week Residence Course is approved for veterans. Home Study Courses are also available. To learn more about this career opportunity send in the coupon or call :

TOLL FREE 1-800-874-0645.

Florida residents call 1-904-255-0295 collect.

AMERICAN MOTORCYCLE INSTITUTE

1445 SKYTROOPER ROAD DAYTONA BEACH, FLA 32014

77-7-21

SEND MORE INFORMATION TO

NAME _____ AGE _____

STREET _____

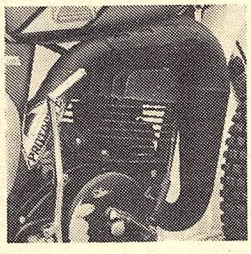
CITY _____

STATE _____ ZIP _____

PHONE (___) _____ VET _____

Circle 5 on page 73

PROTOPIPE™
EXHAUST SYSTEMS



Kawasaki KX250 UP-PIPES FOR

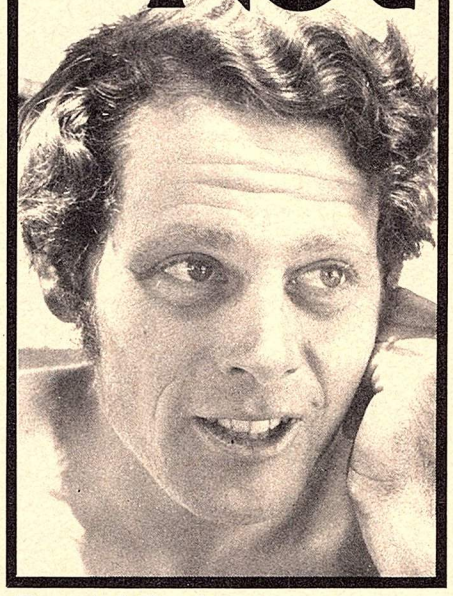
HONDA CR125 Specify Model Year	69.95
CAN-AM MX-2 125, 175, 250	79.95
CAN-AM MX-1 TNT 125, 175, 250	84.95
CZ Falta & Red Frame 250, 400	79.95
CZ Black Frame 250, 400	84.95
HUSQVARNA GP 250, 360	87.50
KTM '73-'75 250	64.95
ALL NEW!	
KAWASAKI KX 250	79.95
MAICO AW 250	82.95
KTM, PENTON MC-5 250	82.95
SUZUKI RM 250	79.95

PROTOPIPE EXHAUST SYSTEMS
100 CRISTICH LANE, DEPT. MXA
CAMPBELL, CA 95008
(408) 371-3336

Send $1.00 For '77 Catalog And Stickers

Circle 6 on page 73

Wing Nut



By Al Baker

These letters are real and so are the answers and opinions expressed by Baker, which incidentally are subject to change at any time or in the near future. (ed.)

MANUAL LABOR

I recently acquired a 125 Maico six-speed with a rotary valve. The bike is in good shape but it doesn't run too good. The carburetor seems to need some adjustments, and it missed gears. I took off the side case and found a maze of metal and nuts and bolts which seems to be the shifting mechanism. I know I would never be able to adjust those gears without the help of a shop manual. That's why I am writing, I would like to know everything I can about the bike and to find out where I can get hold of a manual. Any help you can offer will be greatly appreciated. Thank you.

Greg Terjak
Pittsburgh, Pennsylvania

Unless you're very mechanically minded, I would suggest taking your entire motor to a Maico specialist in your area. It sounds like your motor could have damaged parts or could even be missing some. I believe it's best to get it repaired right the first time. On the other hand, if you're an ace wrench and want to tune that Maico on your own, I'm sure the Eastern Maico importer could supply you with the proper manuals and inform you of a decent service center in your area.

If all else fails, Bill Payne of California Cycle Center is a man who can solve any Maico problem. He also sends parts and catalogs your way. Both addresses are listed below.

Maico East
109 Electric Ave.
Louistown, Pennsylvania 17044

California Cycle Center
7801 Canoga Ave. #7
Canoga Park, California 91304
(213) 884-8594

ANGLING OR FISHING

I own a Can-Am 175 OIR and have modified the shock mounts so that I can put the shocks vertical at 45 degrees. What I would like to know is what shock is better for fairly hard trail riding — Works Performance or Arnaco LTR-1. Can both of these shocks be placed at 90 degrees and 45 degrees with no trouble, or would I have to specify which one and keep it at one position permanently?

Also, what can I do to my forks to make them work better? Please send your reply as soon as you can, and thanks.

Ken Folchi
Los Angeles, California

Either shock you have mentioned is strong enough for hard trail riding. Both can be mounted in the vertical or 45-degree position. But, once the spring rate and damping are set up for one position, the shocks will not operate properly in the other position. The mechanical advantage of the "laydown" position is highly increased over a vertical or stock position, and will require more spring rate besides increased shock damping. My suggestion is to contact both shock companies and discuss all measurements and weights with one of their engineers. Their phone numbers are listed below. I am aware of the fork problem your 175 has. There are fork damping modifications that you can do yourself.

I would suggest that you write to a technical advisor at Can-Am, tell him of your problem and request the most current modification. Temporarily, may I suggest precision-

wound replacement fork springs made by S&W Products, part #S20-18. They should be available through most any dealer. Also, ten-weight fork oil by PT-1 Lubricants reduces the fade feeling and helps those leaky seals.

Arnaco Shock Co.
(213) 787-6450
Works Performance
(213) 998-1977

YOU'RE TORQUING TO ME

I have a 1974 DT-1 250 Yamaha and I do a lot of hillclimbing. I have just started to fix it up. I've got a Hooker header. I am pre-mixing it at 32:1 with Full Bore oil and it's been ported and polished. I want to get a reed valve kit; could you tell me where I could get one and what it would do? I would like to know of a better oil to use and the ratios to use. Could you tell me where to set the slide in the carburetor? What if I shorten the intake manifold or make it longer, what would it do? Could you tell me the measurements where to cut or make it longer? Thank you.

Jack Gogno
Pottsville, Pennsylvania

Your DT-1 250 is a good woods bike and probably works good in the area you live in. If it's hills you want to climb, may I make a suggestion? I believe you're looking for low pulling torque, not brute horsepower. When the trail gets tight or you get into trouble, you want to correct quickly without having to downshift or slip the clutch. To get the powerband you're looking for I wouldn't suggest a reed valve kit. Your idea of lengthening the intake manifold has always been successful for me when I was looking for torque; about two inches works well. I've even gone to a smaller carburetor on some occasions. You might look into a carburetor that's about two millimeters smaller in bore size. If you need a replacement slide, your Yamaha dealer should be able to order any size you need. Another trick for increasing torque and achieving more throttle response is to machine the surface of your cylinder head about five thousandths at a time, until you end up with a cranking pressure of 155 to 160 seconds. Be aware that if you increase your cranking pressure you also need to increase the size of your jets.

DOLLARS AND SENSE

I have a few questions. In your December 1976 issue, in "The Ballad Of The Jammer and The 'D'," Weinert stated that it is easy to make $1000 a week. He is one of the top runners at every race. What does a rider make who barely creeps into the top ten every week? Also, I have a 1974 Elsinore with a stock engine, but FMS and fork kit. I have only raced a few times, and my friends keep telling me that it would be futile to try to win on a 1974 bike against all the 1977s. Is this so?

Rick Hughes
Vero Beach, Florida

The Jammer has got either a big mouth or a big imagination, or maybe both. Knowing him, it's probably both. His $1000 per week didn't come easy and shouldn't be phrased as "easy."

I saw Weinert start his racing career, and both he and his father invested a whole lot of time and money before he finally got to the top. It's true, Weinert usually takes home a pretty fair chunk of the purse every race, and along with his

Continued on page 67

HOT TRIX, HOT OFF THE PRESS.

THE NEW MOTO-X FOX CATALOG.

MOTO-X FOX
1977 Catalog $1.00

Mail coupon and $1.00 to:

MOTO-X FOX
Dept. MX 520 McGlincy Lane, Campbell, California 95008 (408) 371-1221

Please send your '77 catalog to:

Name _____
Address _____
City _____
State _____ Zip _____

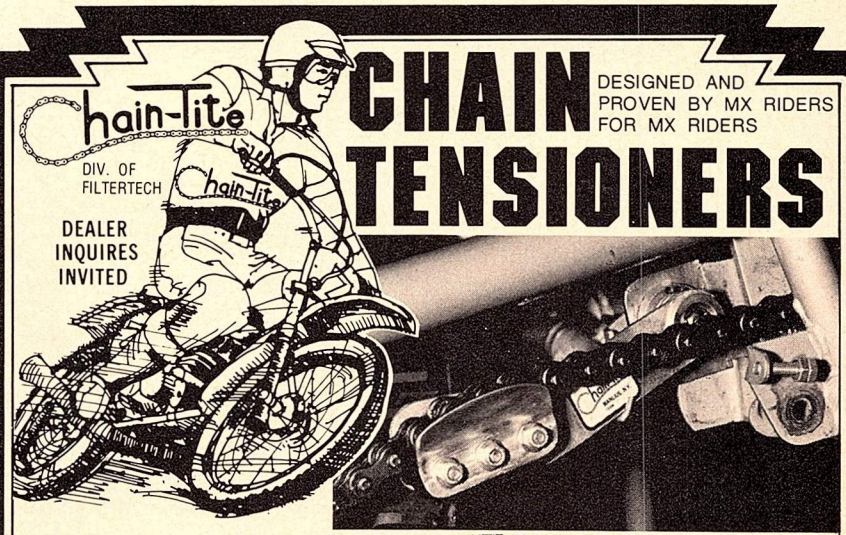
Circle 7 on page 73

Chain-Tite
DIV. OF FILTERTECH

CHAIN TENSIONERS

DESIGNED AND PROVEN BY MX RIDERS FOR MX RIDERS

DEALER INQUIRES INVITED



HUSKY MODEL SHOWN

1. Strong torsion spring with tension adjustment for precise tracking.
2. "New" outside guard.
3. Recessed grease fitting for bushing lubrication.
4. Aircraft type inserts with ¼-20, grade 5 bolts for secure mounting.
5. Adjustable pivot assembly for height variations to allow for maximum travel and sprocket changes.
6. All tensioners include double-sided guide block of fiberglass reinforced nylon with molybdenum-disulfide.

FOR ALL POPULAR MX AND ENDURO BIKES... AT YOUR DEALER* $22.95

Chain-Tite™
Pat. Pend.

*If unavailable from your dealer, contact Chain-Tite

Box 144/Fairgrounds Road
Manlius, N.Y. 13104/(315) 682-8815

Circle 8 on page 73

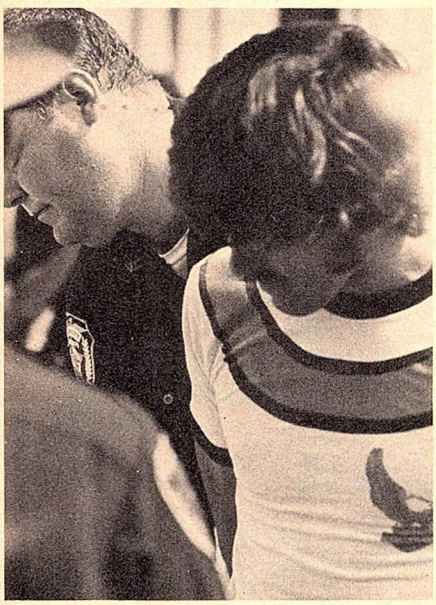
Dirt

By Holbert Holquist

GROSSI IN A FIX

The young Sugar Bear Grossi keeps on finding himself in a pickle. After breaking his wrist during the Supercross Series, Billy went home and recuperated. When it was time to go racing he took the cast off and headed for the track. The surprise was that his wrist was still broken.

* * * *



ROCKET REX ARRESTED

Here is an exclusive on-the-scene shot of one of Daytona's finest hauling Rocket Rex Staten away right before the start of the Daytona Supercross. The full details of his heinous crime are in the Supercross story.

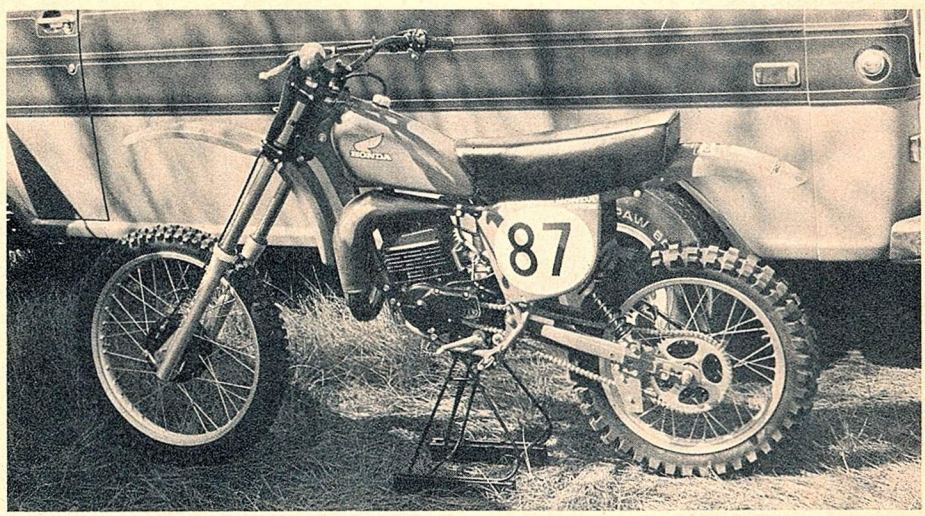
* * * *

MOATES MOVES UP

Ossa was so impressed with California teenager Marty Moates' hard riding in the Florida Winter-Series that they shipped him direct to Europe for the Grand Prix season. Not to be overly impressed, Moates proceeded to run fourth in the opening round of the 250 GP season until his bike broke. He came back in the second moto to run seventh after a come-from-behind charge, but a shock broke. Raymond Boven won the opening round.

CURSES, FOILED AGAIN

Professional Motocross Manager Mike DiPrete, working on a tip, caught wind of our extravaganza pit pass forgery plot and changed all the AMA motocross pit passes. Not to be outdone, we have again obtained the latest version and offer it to you for your use. To say the AMA was a little upset is putting it mildly. We apologized and promised not to forge any more pit passes, unless they change them again.



This could well be the new production CR125 Honda. When quizzed about the possibility, Honda Team Manager Terry Mulligan said, "No, it is not a pre-production prototype!" Honda has a couple of the bikes and Chuck Bower and Warren Reid have been testing them. So what do you think?

MOTOCROSS IN THE OLYMPICS

David Gillett sent word down to us from Canada that the Olympic Stadium in Montreal is going to be the site of a motocross sponsored by a Canadian brewing company. The brewery declined to be identified until the arrangements are complete.

WATERED DOWN

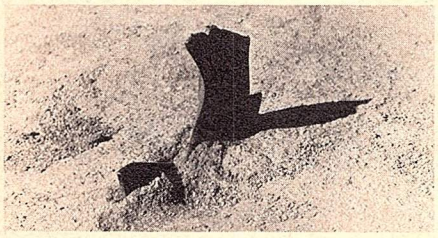
The AMA Board of Trustees have prohibited the use of water-cooled motorcycles in competition. What this means is that you can't race Bob Hannah's water-cooled OW-27. Any engine that started life as an air-cooled machine must remain air-cooled.

GRAND PRIX FLASHES

World Champion Gaston Rahier kicked off the 1977 125cc World Championships by winning the French Grand Prix over teammate Akira Watanabe. They split moto wins, with the diminutive Rahier taking the overall on the basis of the fastest lap times.

Meanwhile, across the border in Spain the 250 Grand Prix season opened with Montesa's Raymond Boven going 1-5 to win the Spanish Grand Prix. Jaroslav Falta took his CZ in second overall and Bultaco-mounted Harry Everts was third. Funny how Spanish motorcycles always win the Spanish GP.

* * * *

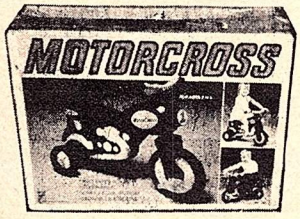


INSTANT AUTOPSY

This is a broken-off metal fence pole. It sits by the side of the track. It is sharp. Skin is soft. Have you looked for these at your track? If you don't look for them they may find you. This one is at Saddleback Park in California, but is not necessarily native to Television Land.

* * * *

MOTOR CROSS



NICHOLS
REG. LOW PRICE
9.99

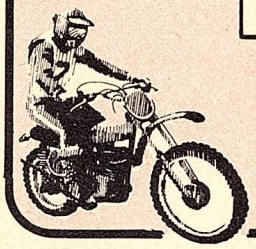
6.99

MOTO, MOTO, MOTO

This advertisement appeared in a local Pennsylvania newspaper for a plastic kids' trike. All over America we should walk into toy stores and demand a retraction. Do it now.

MOVING?

Use this form to notify us at least six weeks before you move.



Please attach, in this space, the label from a recent issue to insure proper address corrections.

Mail to: **MOTOCROSS ACTION MAGAZINE**
Subscription Dept.
P.O. Box 317, Encino, CA 91316

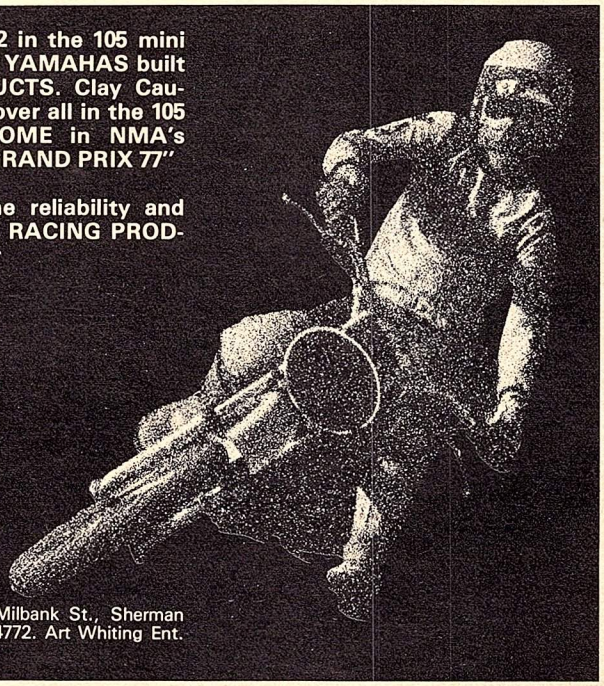
NEW ADDRESS:
Name_____
Address_____
City_____
State_____ Zip_____

A.J. & CLAY take 1 & 2 in the 105 mini cycle class on their 80cc YAMAHAS built by AJ RACING PRODUCTS. Clay Cauthorn repeated his 2nd over all in the 105 class at the ASTRODOME in NMA's classic "WORLD MINI-GRAND PRIX 77"

You can have the same reliability and winning power with AJ RACING PRODUCTS.

YZ100-GYT KIT
(Broad smooth power)
$295.00
YA80 GYT KIT
$275.00
YZ80 SNAKE PIPE
$79.50

YZ125D PORTING
$65.00
YZ80 STRAIGHT CUT GEARS
$130.00
YZ-100 SNAKE PIPE
$79.50



AJ Racing Products, 13860 Milbank St., Sherman Oaks, CA 91423 Ph. (213) 784-4772. Art Whiting Ent. Inc.

Circle 10 on page 73

Replica Tanks and Fenders--Seat Kits--Chain Kits--Fork Skins--

Porky Heads--Moto-Plat Ignitions--Engine Kits

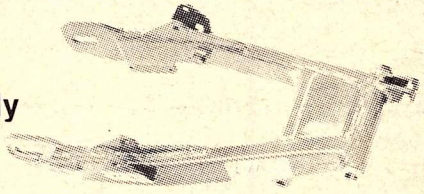
CH PERFORMANCE PRODUCTS

7633 Winnetka
Canoga Park, CA91306
(213) 998-7250

Dealers Please Inquire

Afterburners--Works Up Pipes--Pro Heads

CR 125 Rod Kit Only $27.95
Comes complete with pin, rod bearing, thrust washers and top end bearing.



Chrome-moly Swingarms

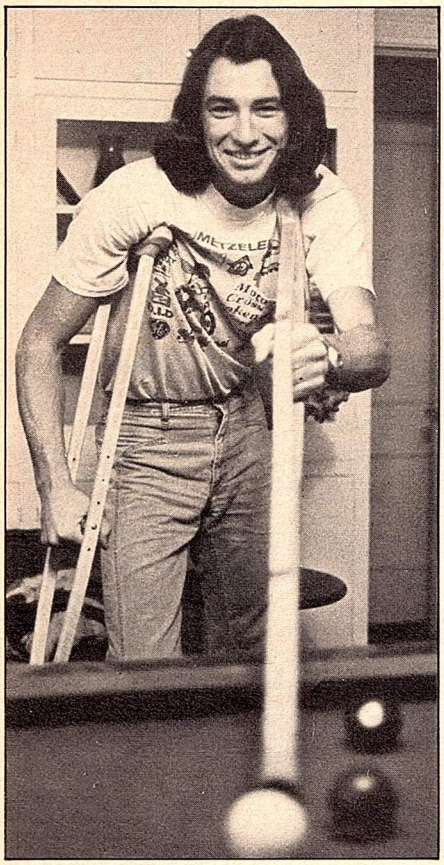
No flexing, super strong. Just the thing to smooth out your rear end.

SEND FOR NEW '77 CATALOG...ONLY $2.00.

Moto-Plat Ignitions--Engine Kits

Circle 9 on page 73

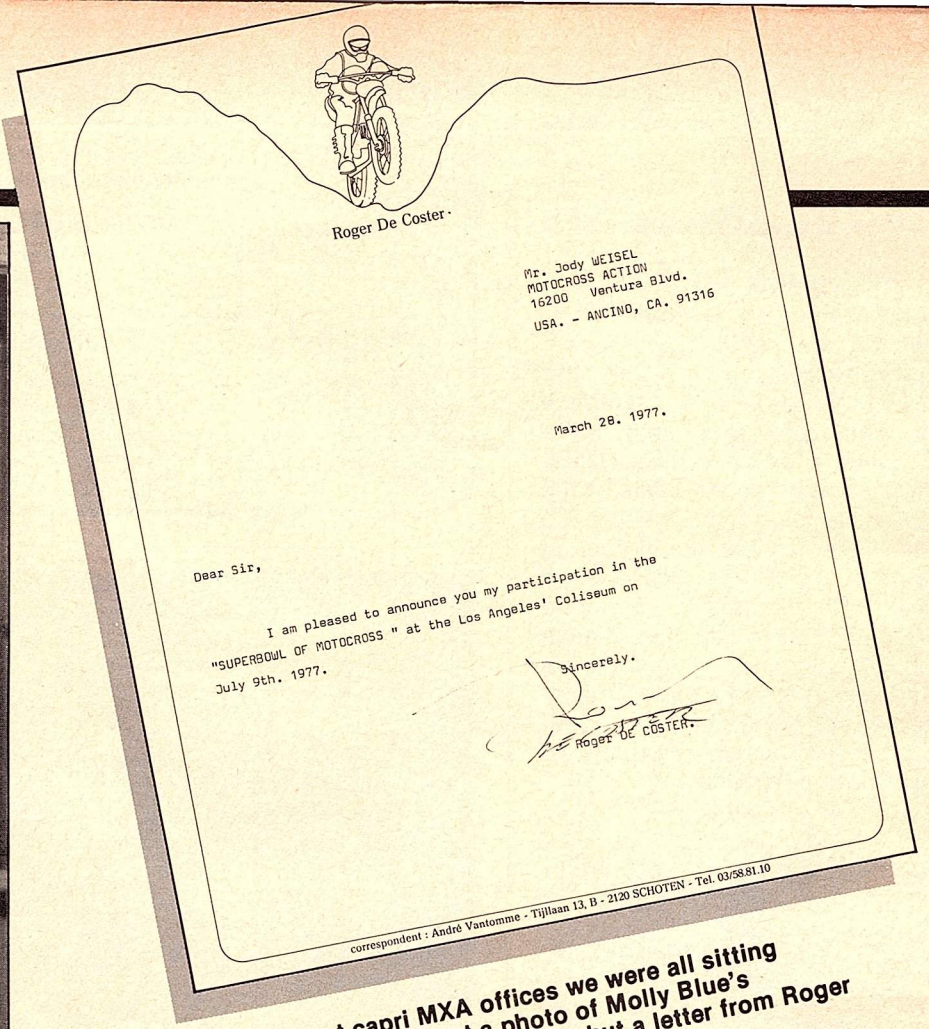
Dirt



STACK BACK ON THE TRACK

Steve Stackable usually comes on like gangbusters in the last few races of the Trans-AMA Series, but this year he was stuck back in Texas hobbling around on his crutches and minding his business, Steve Stackable's Ultralite Products. His mechanic, Bernie Thompson, was reassigned by Suzuki to Support rider Jeff Jennings for the remainder of the Trans-AMA. Early in the series, Stackable twisted his knee while practicing during the week and, after laying off for a couple of races, tried for a comeback at the Dallas event. His knee protested and a doctor told him it was time to cut.

Short Stack had an orthopedic surgeon in Texas who specializes in athletic injuries (mostly football players) do the honors and asked him to save the cartilage that was removed in case he needs some "spare parts." All healed and back on a Maico, after finishing third overall in both the 500 and 250 National standings in '76 on a factory Suzuki, Steve plans to use the Florida Winter-Series to get back into the swing of things.



Roger De Coster.

Mr. Jody WEISEL
MOTOCROSS ACTION
16200 Ventura Blvd.
USA. - ANCINO, CA. 91316

March 28. 1977.

Dear Sir,

I am pleased to announce you my participation in the "SUPERBOWL OF MOTOCROSS " at the Los Angeles' Coliseum on July 9th. 1977.

Sincerely.

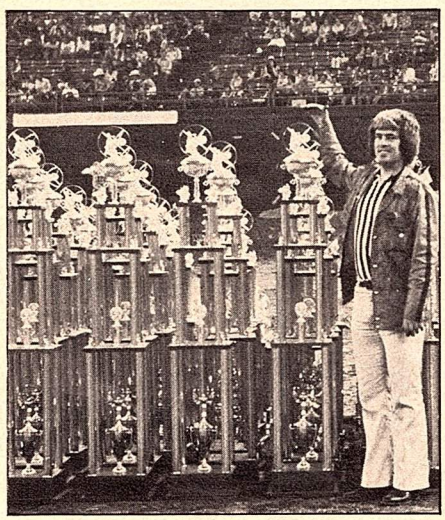
Roger DE COSTER.

correspondent : André Vantomme - Tijllaan 13, B - 2120 SCHOTEN - Tel. 03/58.81.10

Up in the zoot capri MXA offices we were all sitting around throwing darts at a photo of Molly Blue's anatomy when what should arrive but a letter from Roger DeCoster. Nice stationery, huh?

FOREST OF GAUDY PLASTIC

MXA's David Nielsen is pictured standing next to the mounds of trophies handed away at the Houston Astrodome the day after the pro races. Over a thousand amateurs showed up to dice it out on the Astro-track at the Grand National MX Championships.



FELT RETURNS

Jim Felt, Yamaha mechanic for Broc Glover, has recovered from his cracked vertebrae suffered in Florida and was spied outside a Holiday Inn putting some heavy moves on an unsuspecting tire. Felt doesn't use tire wetting solution to slip the bead on. Take note of the can of Bel-Ray chain lube and the oily spot on his knee.

Continued on page 67

DISCOVER:

MOTOCROSS ACTION CAN DO IT!!!

EXCITE . . . ENTERTAIN . . . INFORM . . . TANTALIZE!

Be up front for what's really going on in the world's motocross arena. We cover the world . . . its top races, daring riders . . . action photos — in full color — fascinating features on the champions, plus page after page of candid tips and tech info. Everything you want and need to know in the ONE magazine that says it all . . .

MOTOCROSS ACTION!

SUBSCRIBE NOW!
A FULL YEAR OF MOTOCROSS ACTION FOR ONLY $9.00

MOTOCROSS ACTION magazine

P.O. Box 317
Encino, California 91316

☐ **$9.00 — 12 issues** ☐ **$17.00 — 24 issues**

Canadian subscriptions add $1.00 per year, for additional postage and handling. Other foreign subscriptions add $2.00 per year.
Make checks payable to HI-TORQUE PUBLICATIONS.

MX5-7

NAME _____

ADDRESS _____

CITY _____

STATE _____ Zip _____

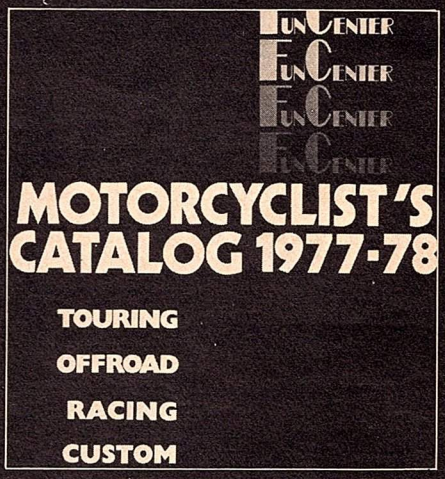
Tricks From The Trade

HIDE AND SEEK

☐ Jody and the Baz went to the races once and spent three hours in the back of the van looking for boots, socks and helmets. When the gate dropped for the first moto they showed up at the line wearing clothes borrowed from assorted former friends. If they had had a Malcolm Smith gear bag it never would have happened. They would have left the bag at home in the driveway like they did the gas can. This M.S. bag is 32 inches long and is made of nylon. Write to Malcolm Smith, Dept. Hide and Seek, 888 Marlborough, Riverside, California 92507, and enclose $29.95. Or send a 13-cent stamp to MXA and Jody will tell you where he finally found his socks.

SHOCKING READING

☐ This is the new Girling gas shock catalog. Included in this comprehensive little book are all the things you would ever need to know about shock applications, specifications and spring combinations. But it is only for Girling shocks, so if you have an old Bultaco with Telesco shocks on the back you will have to wait until the comprehensive Telesco shock catalog comes out. To get this little gem (the Girling catalog, not the Telesco one), write to Lucas Industries, Dept. MXA, P.O. Box 5683, 1320 West Walnut, Compton, California 90224. Tell them your Telescos told you to write.



WHAT THE WORLD NEEDS

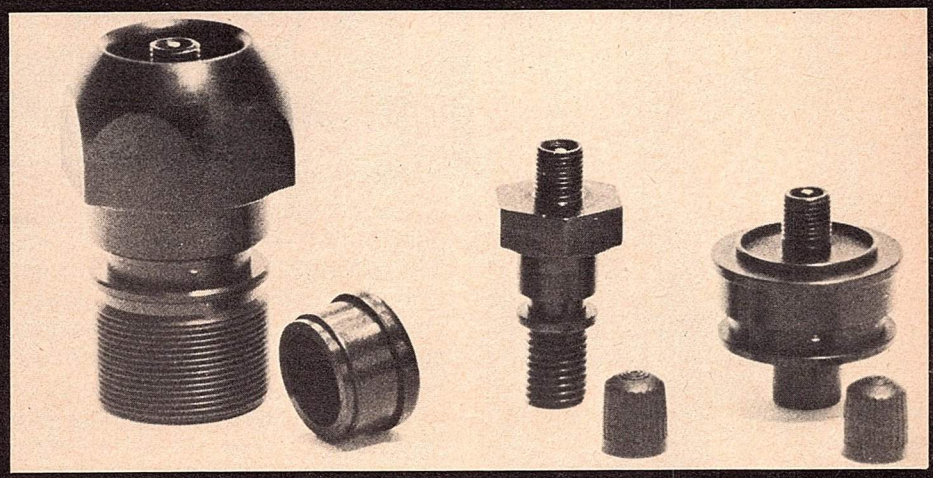
☐ If you have been waiting for the book that tells you how to have fun, wait no more, because it is here. The Suzuki Fun Center catalog is jam-packed full of all sorts of fun items. There are sections on touring and custom bikes, so that you can see how the other half lives. The catalog is free, but you have to send a dollar along to buy the envelope that it comes in. The place to write is Suzuki Fun Center, 515 North Victory Blvd., Burbank, California 91502. If you tell them that you read about it in MXA they won't charge you for licking the stamp.

HOW TO BE A CHAMPION

☐ This 16-page, newly revised spark plug manual tells you all about Champion plugs. Lordy gracious, it even goes into detail on firing tip design and heat ranges. For the person who has everything, this manual tells how to read a used plug to determine engine condition. The first tip is that if you don't get this manual, you can't blame Champion later. This manual can be obtained from your local spark plug dealer.

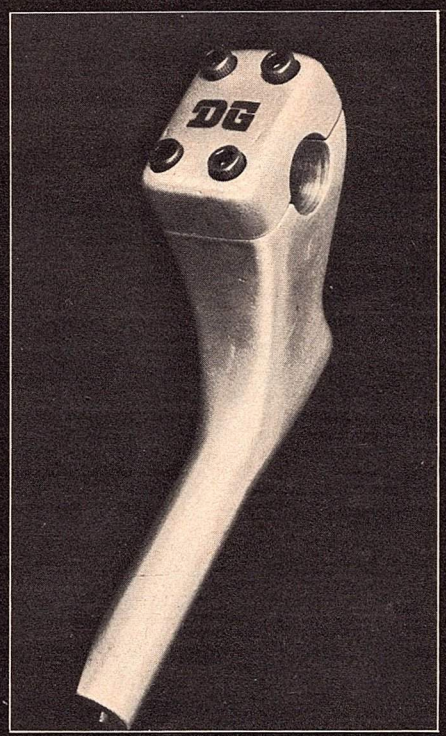
PICK A POUND

☐ These little valves and stems are supposed to fit on your forks to let air in and out. They even suggest that you take the spring out of your forks. This is utterly absurd. If you took the spring out your forks would fall down. A simple test will prove this: Take your suspenders off and squirt air up your pants. They still fall down, don't they? So will your forks. Who are we to say don't try it, so if you must, the address for these fork caps is Skyway Products, Dept. MXA, 12300 Gladstone Ave., San Fernando, California 91342.



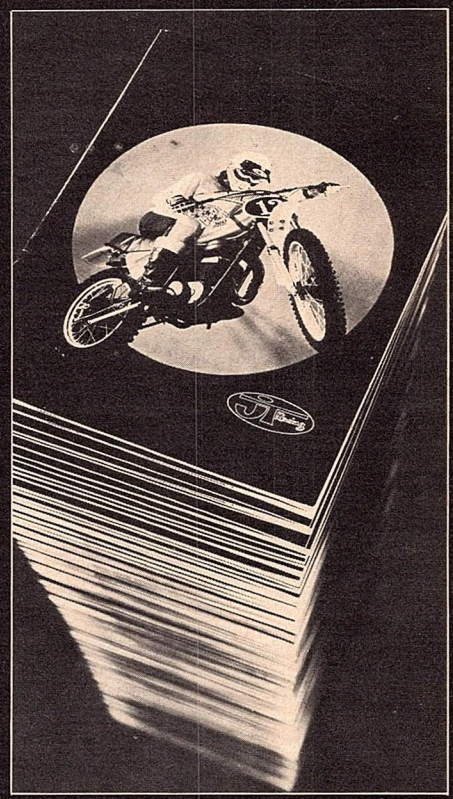
PETTY UNFAIR

☐ Preston Petty is out to destroy the aluminum industry. Where does he think the sales of tomorrow are going to come from if the aluminum products of today aren't allowed to break? Aluminum fenders were a big seller and popular back a few years ago. Along came this Preston Petty guy and everybody has plastic fenders. The aluminum industry almost croaked. Then they switched to aluminum skid plates. Guess who destroyed that lucrative market? P.P., of course. Finally, aluminum fork legs go into mass production and the aluminum czars are smiling just waiting for a rock to eat 'em up. Then along comes Preston Petty with a fork leg guard. We are not going to tell you his address. But the Nationai Aluminum Destroyers Foundation is located at 11341 Dumont, Norwalk, California. Send them a buck to offset their losses.



ADJUSTABLE BIKE HAMMER

☐ The world has been waiting for an interchangeable hammer like this for years. When you wear the mallet out you just remove the four Allen set screws and stick on a new beating surface. Funny kids have been taking these nifty aluminum, lightweight hammers and using them for handlebar stems on their BMX bicycles. They say it is the lightest, strongest stem on the market, but all we are sure of is that it makes a heck of good hammer. Write to DG Performance Specialties, 5552 LaPalma Avenue East, Anaheim, California 92806, and tell them that MXA suggested it.



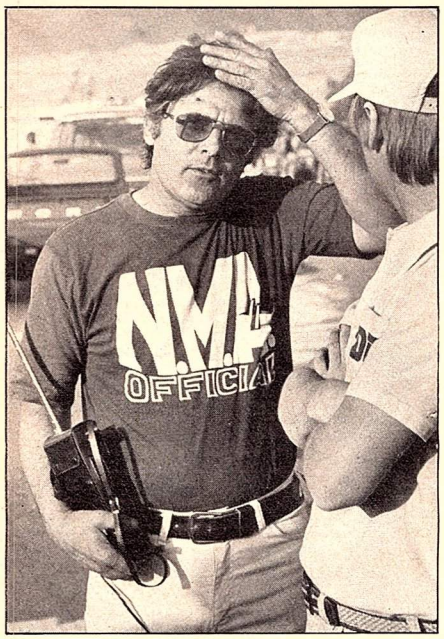
JT MEANS JUICY

☐ The new JT catalog is on the market now, and it shows the finest in protective wear and motocross gear on the inside. All the big stars wear JT stuff except for the people who wear Bill Walters or Torsten Hallmans or . . . Well, anyway. JT's new catalog will set you back a dollar and 50 cents, but if you figure that it costs 50 cents for the catalog, 50 cents for the envelope and 50 cents to lick the stamp, it's not such a bad deal. Write to J.T. Racing, Dept. MXA, 303 W. 35th St., Suite D, National City, California 92050.

Pistons smaller than your thumb

Making the M

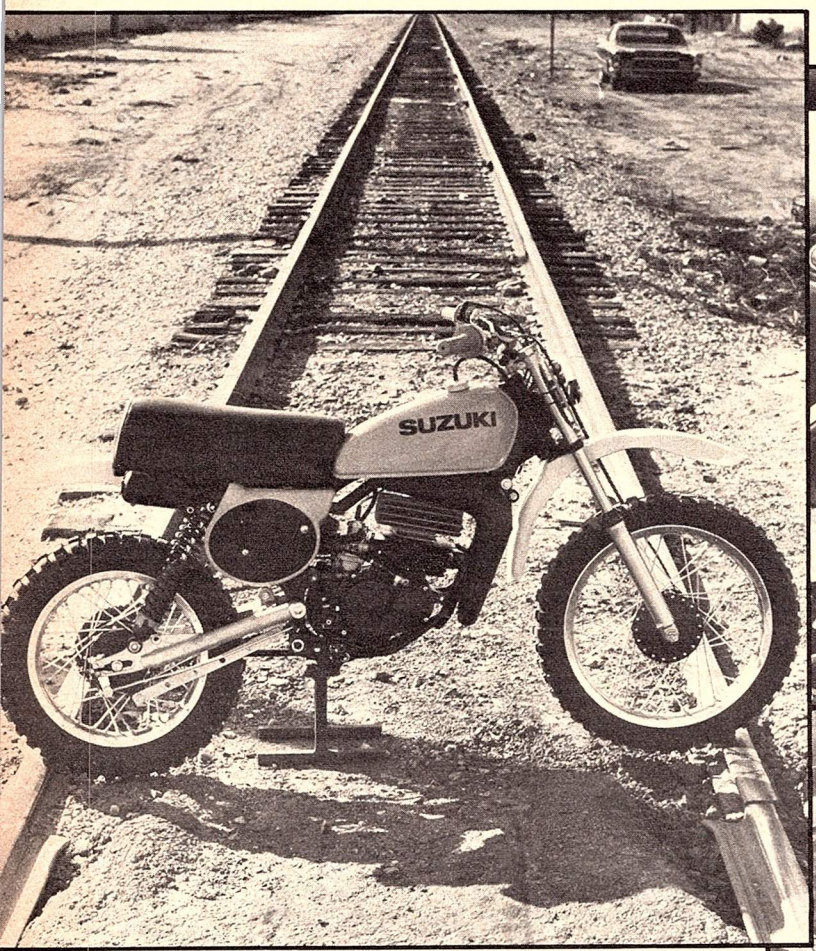
By Jody Weisel

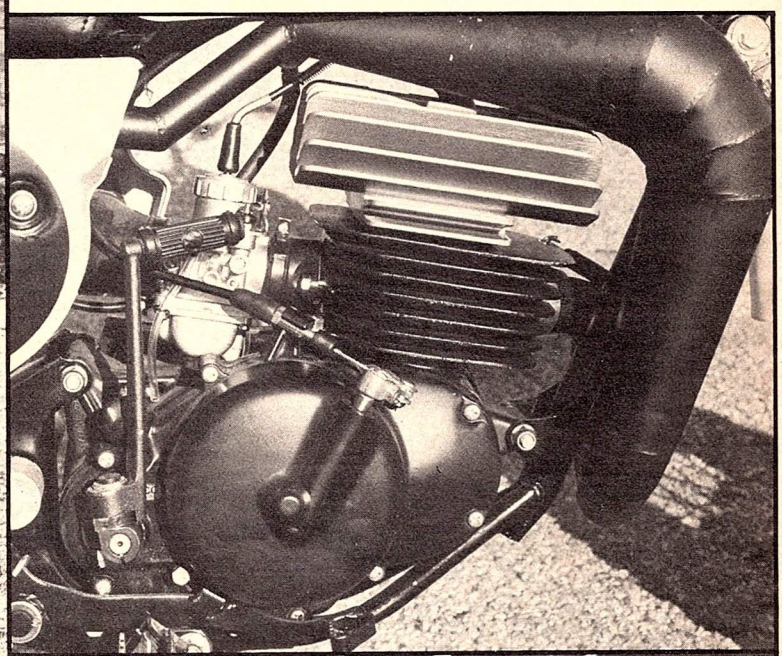


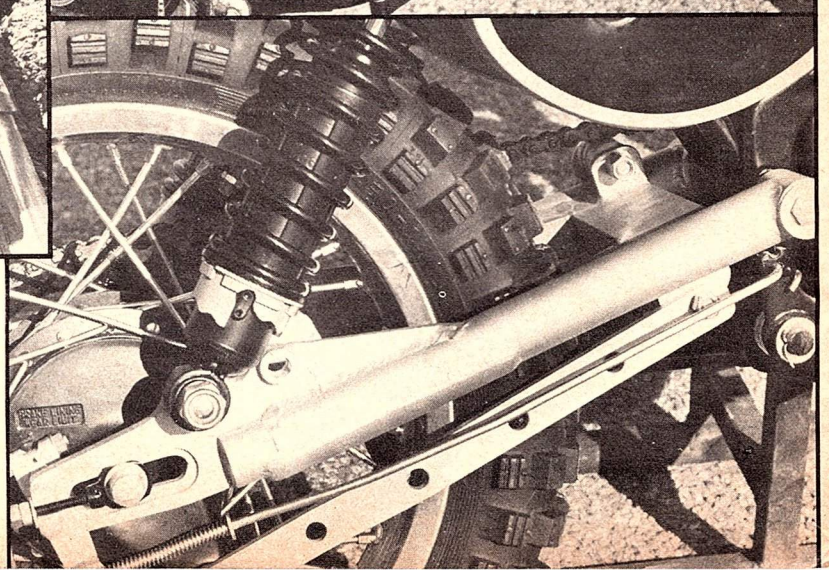
As official NMA Technical Inspector Ted Moorewood tears down as many as 14 machines a day. Oy Vaay, what a headache!

□Technologically the tuner has gone out of style. A year or two ago the two-stroke tuner was a wizard who did wonders for anemic powerplants. Suddenly the factory engineers have twisted the production bikes on the dyno enough to make them leave the assembly line "race-ready." You hear in every porting room in Southern California that, "You can't improve much on what the Japanese are doing!" In the big bikes there is only so much horsepower that the human body can restrain and control. Attempts to hop-up big-bore equipment normally result in the rider boring a big hole in the ground.

The smaller the bike the more likely, and necessary, roto-rooting the ports becomes. The smallest of bikes are the minis, and the greatest mini tuner is Ted Moorewood. If you have never heard of him, don't be embarrassed. Many people have never heard his name, but most mini racers have seen his handiwork. Ted Moorewood is the technical know-how behind Myerscough Machines. Brian Myerscough is one of the

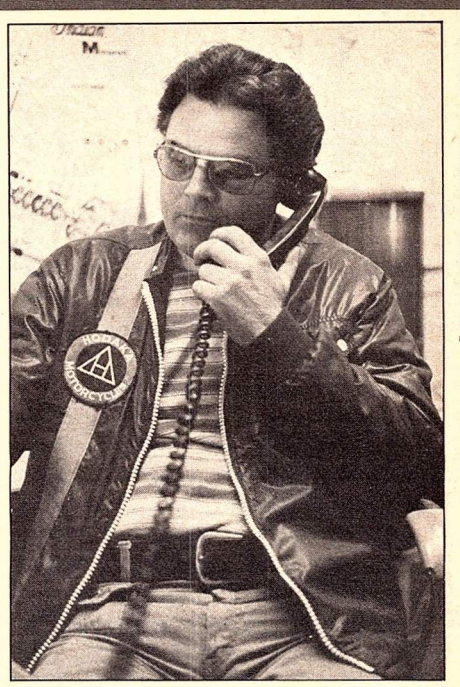






Mor-Power Machines has high hopes for their Suzuki RM80 with the new swingarm, radial head, high-performance pipe, fork kit, seat kit, carburetor and porting. If it comes close to the nine National and World titles won by the YZ80, it will be a world-beater.

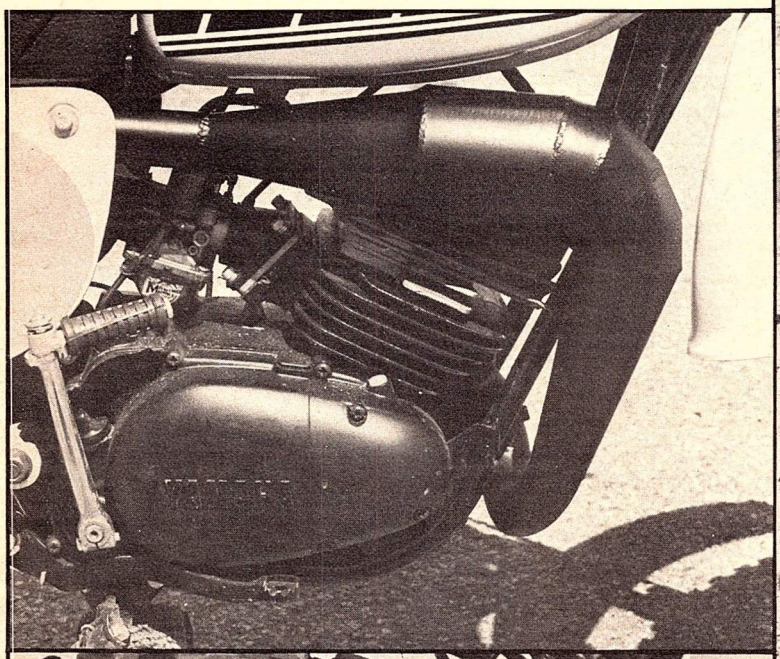
ightiest Minis

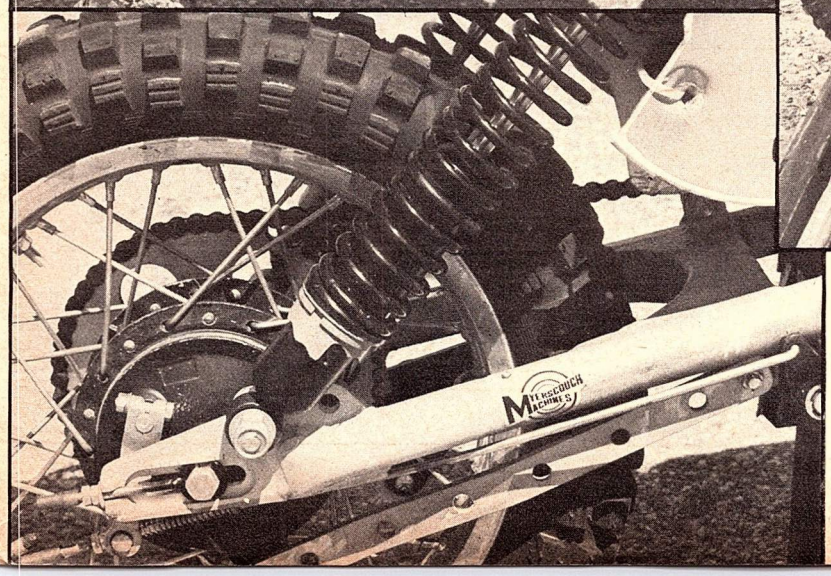


Calls from the four corners of the world flood the small Mor-Power Machines shop.

most talented and honored mini-bike champions in America. Brian's domination of the NMA circuits the past couple of years resulted in a demand for the equipment that he was using. Thus Myerscough Machines was born to supply that demand. Ted Moorewood, working out of his small, cluttered, Cycle Town motorcycle shop in Norwalk, California, designed and built the fast, good-handling and rugged mini race machines.

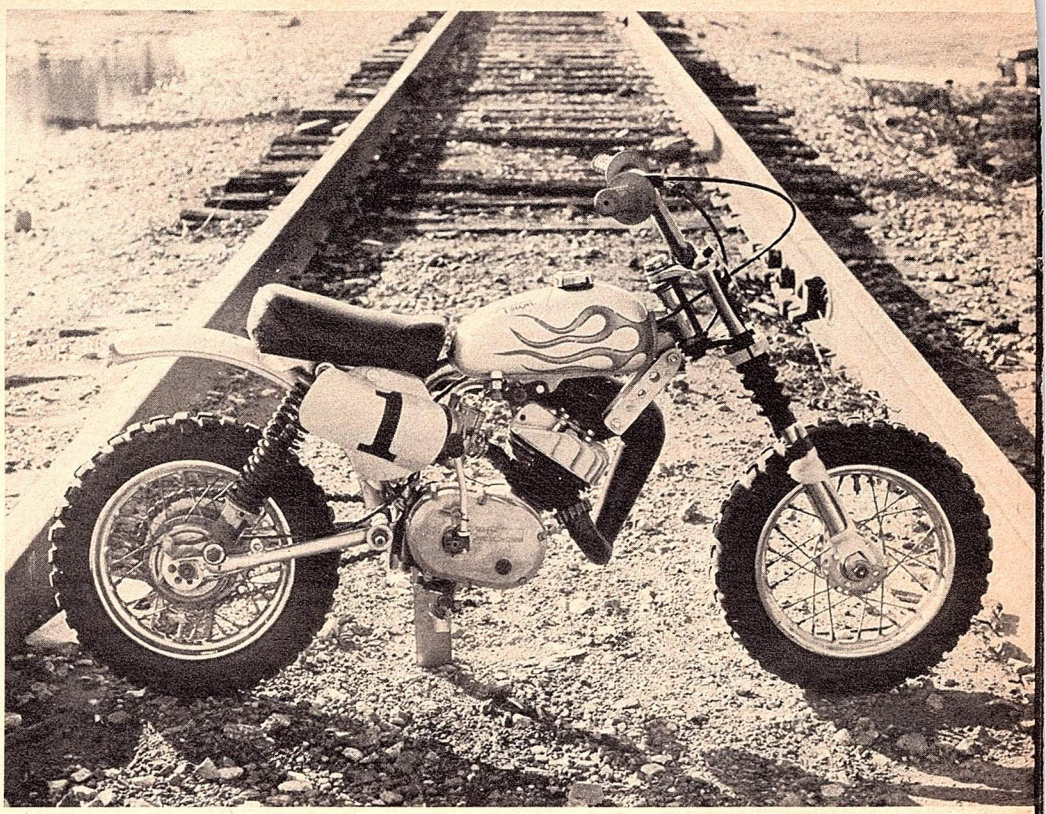
It hasn't stopped there. If you are buying trick goodies for your RM80, YZ80 or XR75 from one of the accessory manufacturers, then more than likely you are buying a part that they purchased from Ted Moorewood. Or, in more cases than he likes to remember, stole from Ted Moorewood. In the course of one day he will be on the phone for at least three or four hours answering questions from parents in Florida, New York and Texas. Side trips are taken to the pattern-maker to check on the progress of improved fork crowns, or a new radial head. Often he has to run over to the pipe-welder





This is a version of the winningest mini in the world. With the tuning of Ted Moorewood and the riding of Brian Myerscough, these bikes were unbeatable for two solid years. More thought and detailing have gone into the design modification on this YZ80 than into many factory works bikes. The ultimate mini is available complete or separately.

Mightiest Minis

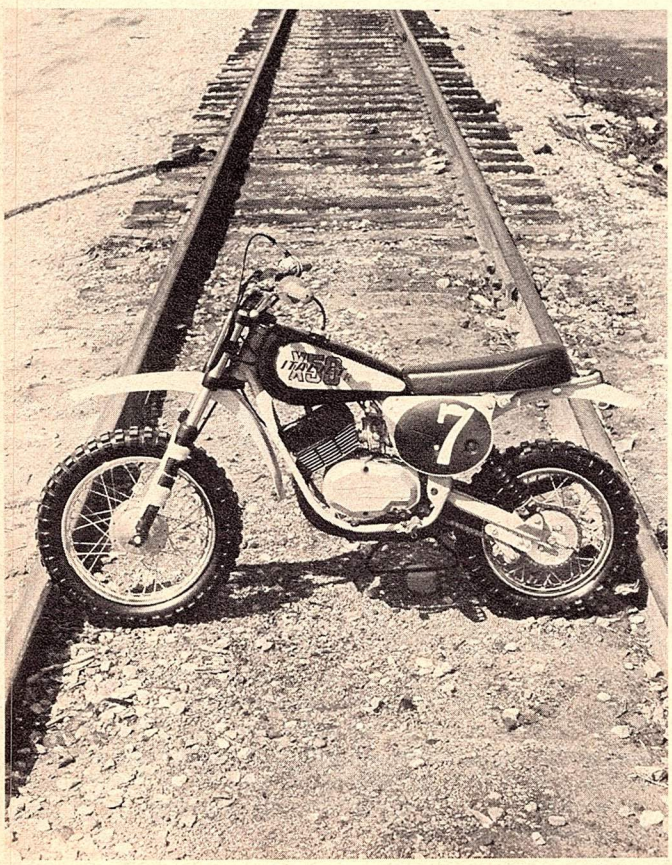


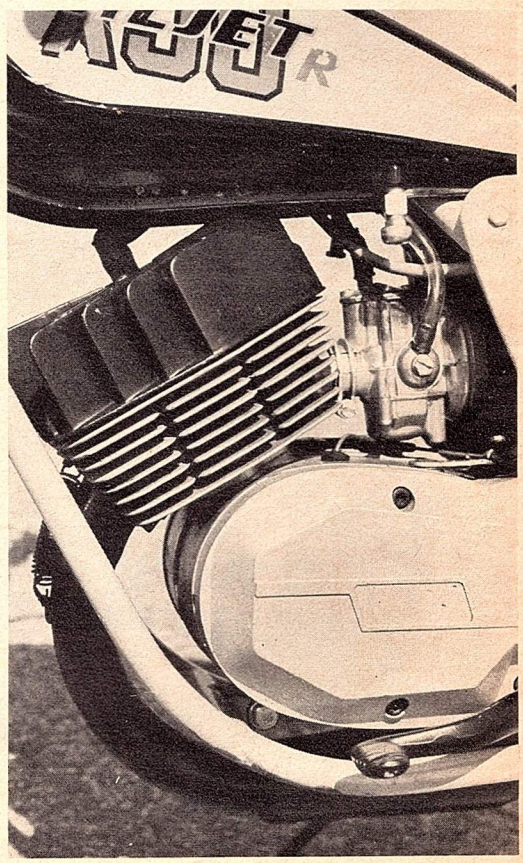
to check the production run on a new set of expansion chambers. The light burns in the back room late into the night as the complete machine shop churns out a half a horse more.

It is the labor of one man, and whether he is doing consulting work for a European manufacturer interested in the American mini market, building special one-off race bikes to order, designing aluminum swingarms or doodling the proper way to mount a chain tensioner on a restaurant napkin, it is always done right. The National Minicycle Association (NMA) realizes his invaluable talents and utilizes his knowledge as official Technical Inspector — a job that sometimes has him tearing down and inspecting 14 bikes every race day. The tuning you see on next year's Japanese minis was borrowed two years ago from Myerscough Machines.

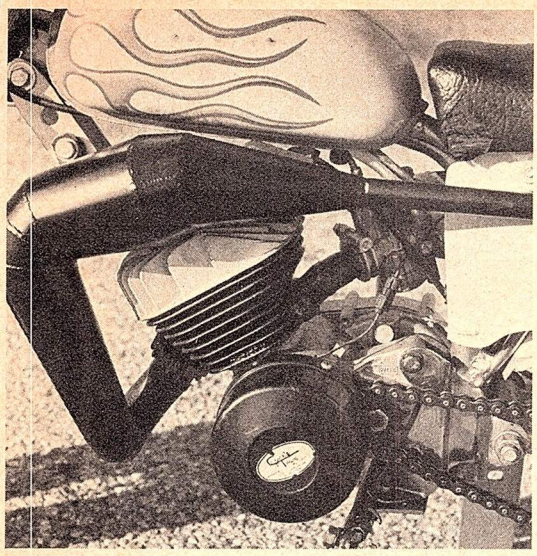
In a natural growth pattern, Myerscough Machines are going to become Mor-Power Machines. The change in name signifies a change in the scope of the work, not in the quality. The great mini riders who have raced and won on Myerscough Machines are now flooding into the ranks of professional motocross — specifically Brian Myerscough and Lance Moorewood. Mor-Power Machines will continue to supply the growing mini market, but at the same time grow with its riders into the competitive world of 100 and 125cc equipment.

Mor-Power Machines have held more World and National Championships than any other make of motorcycle. And mini-cycle cham-



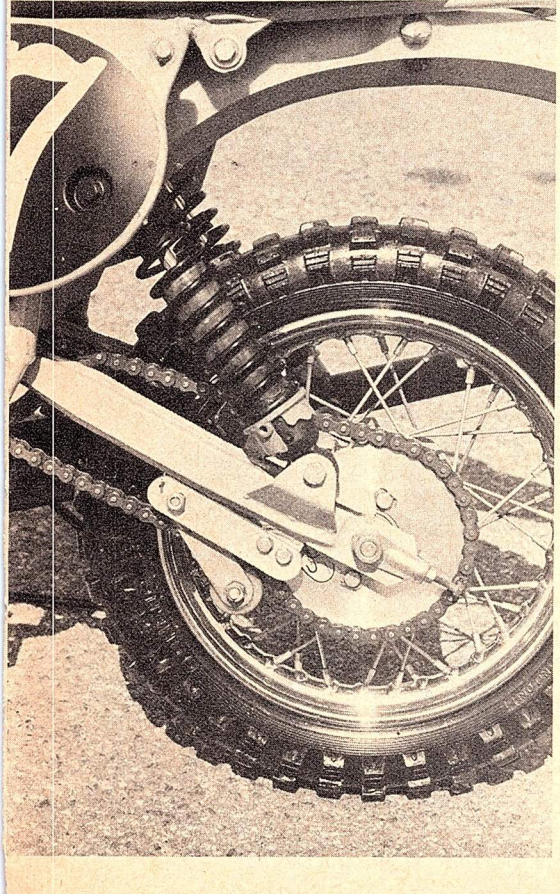


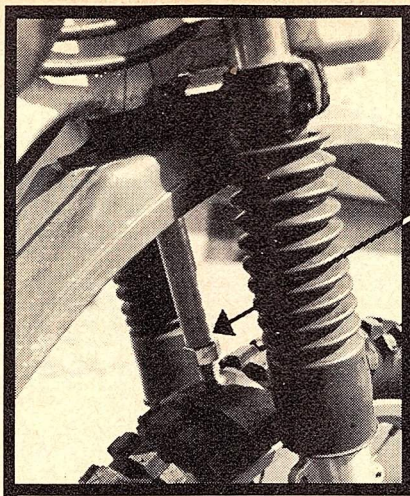
Six National and World titles have been won in the Junior Cycle class by Mor-Power Machines. This Ital-Jet X5OR has Ceriani front forks, S&W rear shocks, Moto-Tek ignition and a ported 50cc four-speed engine. Care is taken with every item. Note the extra-deep notched cut on the shock pre-load ring.



Six National and World Championships in the Pee Wee class have been won on Ted Moorewood-tuned Ital-Jet mini-minis. These 50cc automatics have around three inches of suspension travel and hit speeds in excess of 50 mph. The complete machine is modified, stretched, welded and refined.

pionships, from the mini-mini class through the 105cc class, are the most competitive in the world. For one man to have generated so much horsepower is an amazing feat. Mor-Power Machines, 12143 So. Studebaker Rd., Norwalk, California; (213) 864-5214.





FORK KEEPER T.M.
THE FRONT END SAVER

The FORK KEEPER was designed to extend the life of your motorcycles' front suspension. It does this by keeping excessive and unnecessary long term pressure off the fork springs and/or fork seals (air forks) while the motorcycle is tied down.

THINK ABOUT IT

When you're riding, the forks are almost never fully compressed–and when they are, it's just for an instant. But, when your bike is tied down the forks are pulled down pretty darn tight. Face it, only an idiot would leave his bike rattling around in the back of a truck. But have you thought about what this is doing to the front suspension? It's an undisputed fact that constant compression will sack any spring. It's also true that rubber seals just plain wear out–especially under constant high (compressed air forks)– what you get is a mushy front end or a blown fork seal in the middle of a race.

LESS THAN 30 SECONDS TO USE OR REMOVE

The FORK KEEPER mounts between the steering head and front tire.(See photo). Using tire pressure rather than the front suspension to secure a snug tie down. An adjuster nut allows you to extend the FORK KEEPER to provide a firmer more secure, tie down than you ever get by compressing the forks.

WE PAY THE POSTAGE!
AT YOUR DEALER OR ORDER DIRECT – SEND $9.95 TO:

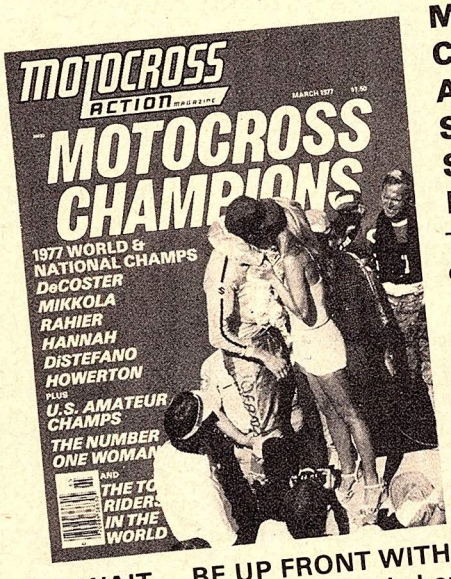
$9.95

Dealer/Dist. Inquiries Invited

Designed & Manufactured Exclusively for Trick by Pomeroy Performance.

TRICK DIST. CO.
P.O. BOX 1711 ORANGE, CA. 92668 DEPT. XA

Circle 11 on page 73



MOTOCROSS CHAMPIONS . . . ANOTHER SPECTACULAR SPECIAL FROM HI-TORQUE.

Think of it . . . an entire year of dust, dirt, danger, thrills, excitement, top competition races, and the greatest collection of Motocross Champions . . . and you will have an inkling of just what's what's between the covers of this colorful, ACTION-PACKED edition . . .

DON'T WAIT . . . BE UP FRONT WITH MOTOCROSS CHAMPIONS Cover the 1977 world & national champs. U.S. amateurs. As well as top women riders & much, much more.
DETACH THIS COUPON AND SEND IN YOUR ORDER TODAY! ONLY $1.50, plus 50c postage and handling for each copy ordered. Please enclose check or money order.

MX5-7

MOTOCROSS ACTION
P.O. Box 317, Encino, CA 91316

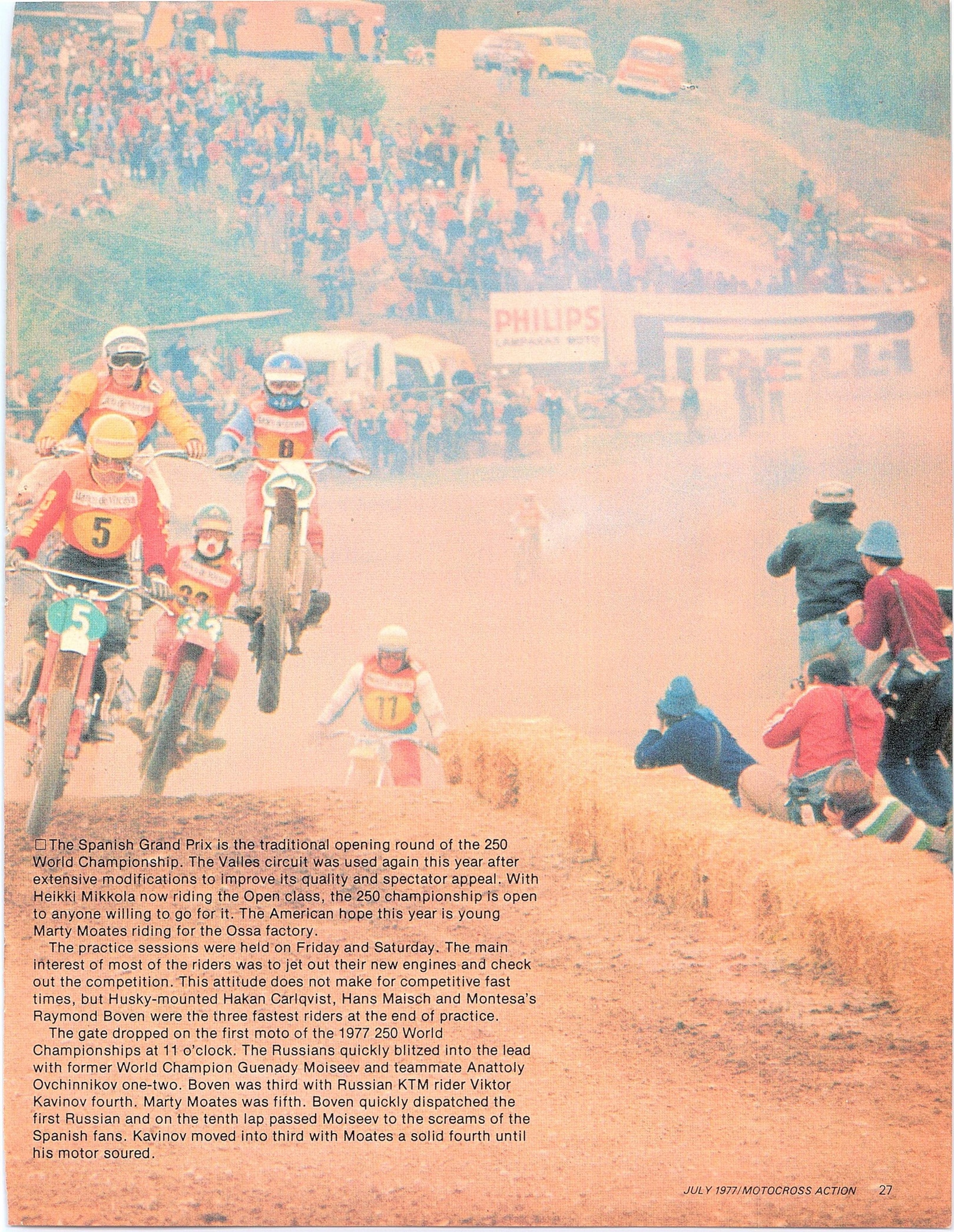
NAME _____
ADDRESS _____
CITY _____ ZIP _____
STATE _____

250 WORLD CHAMPIONSHIP

DOGFIGHT OVER SPANISH GROUND

Moates makes his mark

By Adolfo Fontanet & Jorge Marti



☐The Spanish Grand Prix is the traditional opening round of the 250 World Championship. The Valles circuit was used again this year after extensive modifications to improve its quality and spectator appeal. With Heikki Mikkola now riding the Open class, the 250 championship is open to anyone willing to go for it. The American hope this year is young Marty Moates riding for the Ossa factory.

The practice sessions were held on Friday and Saturday. The main interest of most of the riders was to jet out their new engines and check out the competition. This attitude does not make for competitive fast times, but Husky-mounted Hakan Carlqvist, Hans Maisch and Montesa's Raymond Boven were the three fastest riders at the end of practice.

The gate dropped on the first moto of the 1977 250 World Championships at 11 o'clock. The Russians quickly blitzed into the lead with former World Champion Guenady Moiseev and teammate Anattoly Ovchinnikov one-two. Boven was third with Russian KTM rider Viktor Kavinov fourth. Marty Moates was fifth. Boven quickly dispatched the first Russian and on the tenth lap passed Moiseev to the screams of the Spanish fans. Kavinov moved into third with Moates a solid fourth until his motor soured.

Marty Moates stormed through the pack in the second moto, but mechanicals knocked him off for the day. Moates is the only American contesting the 250 GP circuit.

DOGFIGHT

At the finish it was Raymond Boven, Moiseev, Kavinov, Carlqvist, Everts, Falta and former 125 World Cup Champion Andre Malherbe. Marty Moates finished 28th.

Harry Everts has switched from Puch to Bultaco for the 1977 season and he quickly put his Bul in the lead at the start of the second moto. Raymond Boven took his Montesa into second and the Spanish crowd was jumping up and down. Until Hans Maisch brought his Maico by them like they were standing still on the fourth lap. On the sixth lap Jaroslav Falta blitzed up from sixth place to pass Boven and Everts to take over second.

Everts and Boven battled back and forth for Spanish pride and third place. Hakan Andersson, now riding for the Montesa factory in the 500 class, came through the Everts/Boven battle to grab third place at the finish. Andersson's points don't count because he is riding out of his assigned class, but he was just out for the practice. Andre Malherbe, the young Belgian, slipped his KTM ahead of Boven for fifth and the race ended with Maisch, Falta, Andersson, Everts, Malherbe and Boven in the top six.

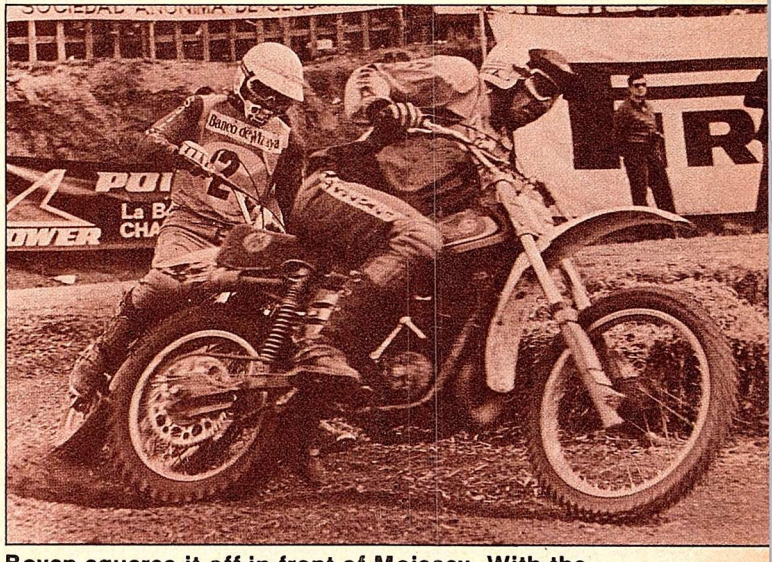
For Marty Moates the second moto started with a first turn crash, that knocked Kavinov out of the race, and ended with a broken rear shock. But from the crash to the shock, Moates, who is barely known in America, carved through the pack from last to tenth in ten laps.

The overall victory went to Raymond Boven and Montesa with a 1-6 score; second was Falta with a 6-2. Harry Everts was third on his first Bultaco ride and Hakan Carlqvist was fourth.

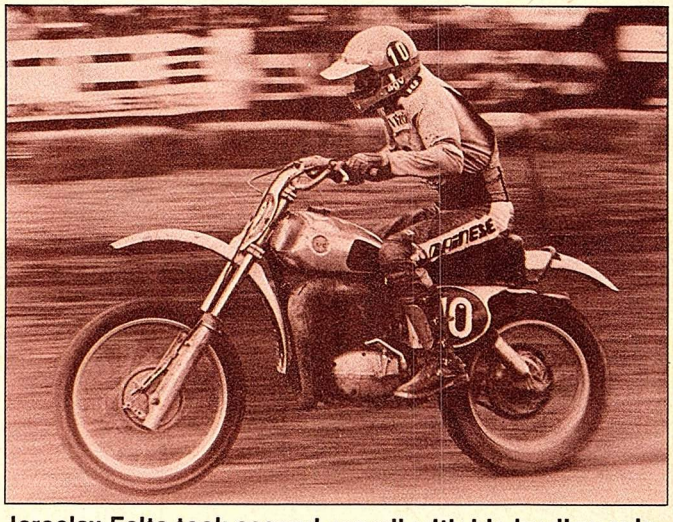
SPANISH GRAND PRIX RESULTS

1.	Raymond Boven	Mon
2.	Jaroslav Falta	CZ
3.	Harry Everts	Bul
4.	Hakan Carlqvist	Hus
5.	Andre Malherbe	KTM
6.	Hakan Andersson	Mon
7.	Guenady Moiseev	KTM
8.	Jean Mingels	Mon
9.	Antonin Baborovsky	CZ
10.	Robert Hooper	Hus

Raymond Boven holds a slim lead in the hyper-competitive 250 Grand Prix hunt.

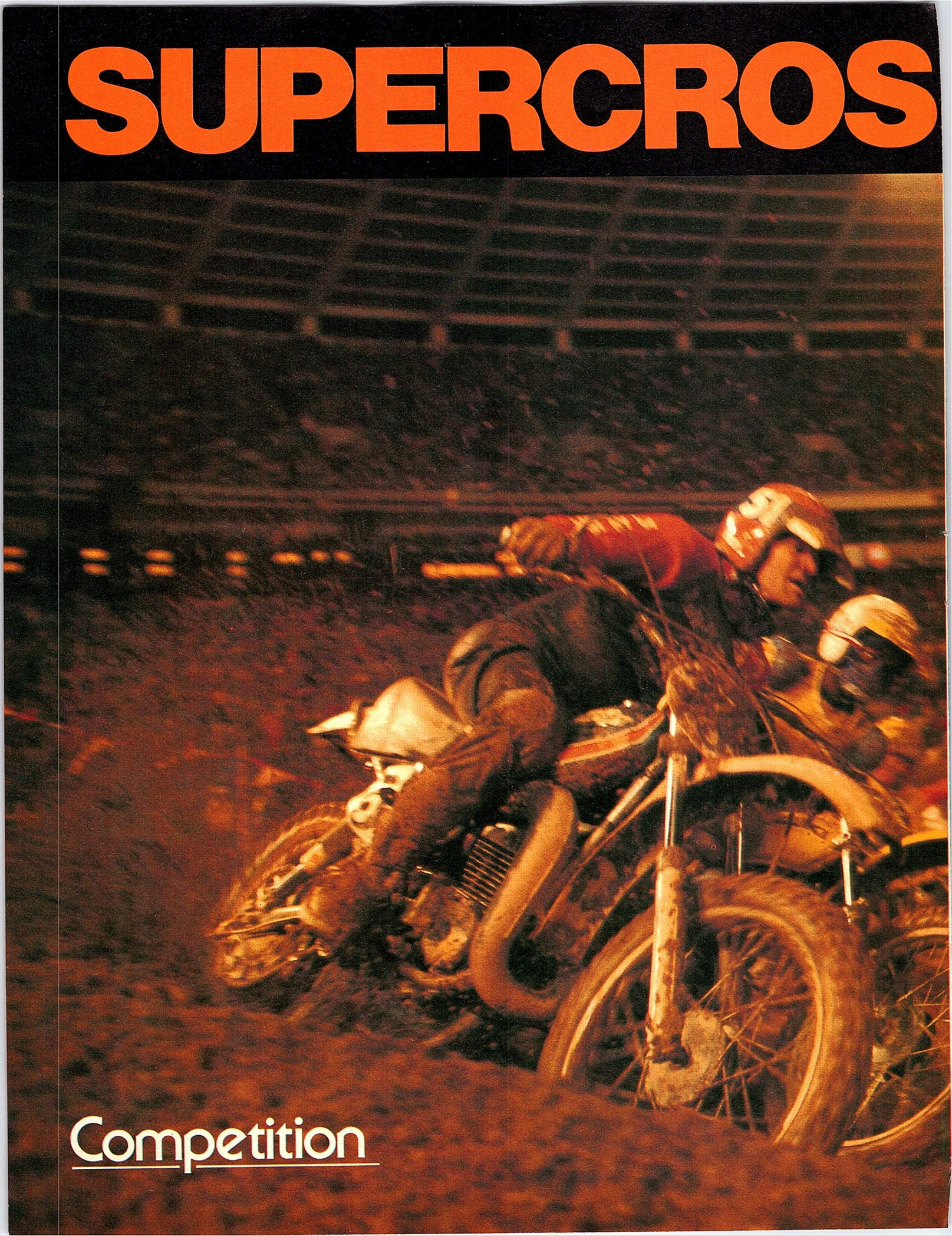


Boven squares it off in front of Moiseev. With the berzerko Russians you don't do that too many times without paying.



Jaroslav Falta took second overall with his leading axle, pneumatic-shocked Chay-Zed.

SUPERCROS



Competition

S TAKES OFF

WFO in the most unlikely places

By Jim Gianatsis and Pete Szilagyi

☐ The 1977 motocross season started in the sands of Florida with the four-race Florida Winter-Series. The riders use Florida as a warm-up for the immensely popular Supercross series. The Supercross Series consists of eight stadium events that are played out in Atlanta, Daytona, Houston, Dallas, Pontiac, New Orleans, Los Angeles and Anaheim. To the riders it means $20,000 purses and the kind of spectator numbers that they deserve. The first five stadium events are held consecutively, with New Orleans, Los Angeles and Anaheim spread out later in the year.

1977 is a totally new year for the sport of stadium motocross. The AMA has devised a completely new format and although it was initially met with a lot of rider grumbling, the fans have seen some of the best racing in the most unlikely places.

Atlanta

Mr. Pibb Superbowl of Motocross

☐ You would have thought Yamaha racing team manager Kenny Clark might have been happy, but instead he seemed despondent, down in the dumps. "That kid just made my job harder. For the Florida Series it was alright, but if he keeps riding that stock bike and winning it's going to be difficult to convince the factory we need works bikes!"

Bob "Hurricane" Hannah had just beaten the top factory riders and their exotic works machinery at the 1977 Supercross Series opener,

Marty Moates puts the kind of effort into every moment that spells success. This week Atlanta and next week Europe.

SUPERCROSS TAKES OFF

using the same production 250 YZD Yamaha he had used to win the 250 class of the Florida Winter-AMA Series. Except for a change of handlebars and reworked footpegs, the bike was entirely stock right down to the cylinder barrel. The privateers had tricker equipment.

The race had to be one of the most successful in the history of American motocross. Under the guidance of promoter Mike Goodwin, the Mr. Pibb Superbowl of Motocross in Atlanta Stadium drew a near-sellout crowd in advance of its first-ever running in the city of Atlanta. With some 40,000 tickets sold on Friday, the day before the Saturday night event, Goodwin canceled the Sunday rain date and began advertising Saturday night's race as "rain or shine." Despite an all-day and -night drizzle, 45,873 screaming fans crammed into the drenched open-air stadium. Most had never seen a motocross before, and while the track with its high-banked turns and goalpost jump looked like a stage set for "Rollerball," the racing was real.

The goalpost jump was similar to Daytona's infamous double jump, only the riders had to get a run at it off a banked turn that was a little too mushy to allow the bikes to get up enough speed to make the second jump cleanly. After practice it was reworked to make it safer, after which everyone except Marty Smith felt it was. General consensus among the other riders was that Atlanta wasn't as dangerous as the Los Angeles Superbowl. Marty thought it was, and declined to race.

"I really wanted to race," said Marty, "but it was too dangerous out there for me. I've been working too hard to win the Nationals and I don't want to hurt myself in these Supercross races. I just didn't feel safe on that track."

Atlanta Stadium was the first race of the 1977 AMA Supercross Series to follow the new format of using ten-lap qualifying and semifinal races to advance riders to one 25-lap final event. The 24 fastest riders out of the heats and semis went to the feature race, with the next fastest 24 riders allowed to race in a consolation event of 15 laps. The only fault of the whole system is that it makes no exception for a rider who breaks or has problems in his qualifier or semi-qualifier. There is no second chance to get back into the program. Kent Howerton, 500cc National Champion who almost won the Supercross Series last year, fell victim to the new format while leading his qualifying heat. On the next to last lap of the ten-lap race the fuel tap on his Husqvarna's fuel tank broke off, causing Kent to run out of gas and stop. It put Kent out

Atlanta Braves Stadium was sold out despite a steady drizzle as Mike Goodwin brought stadium-cross to the old South.

Photographs By Jim Gianatsis

of the program for the remainder of the evening and ended any chance of his doing well in the Supercross Series overall.

The feature itself was an electrically charged three-man show. Gary Semics, who almost didn't make the program after crashing in his qualifier, tore down the starting gate with his new works Kawasaki and was halfway down the starting straight before anyone else could let their clutches out. Ossa's Greg Robertson swooped through the first turn in second place ahead of Rick Burgett, Bob Hannah, Tony DiStefano, Terry Clark and Mickey Kessler. Hannah and DiStefano tangled in the huge berm that had built up in turn one, with Bob almost being sent over the high side as half the pack passed him.

Recovering quickly, Bob pulled the throttle cable to the stops and set back after Semics. Jim Pomeroy, who had gotten a slow start with his RC factory Honda, hung a rope off Hannah's rear fender and followed him up through the pack. Within five laps they had passed everyone and were looking for Semics, who was holding a ten-second lead out front. Bob had no idea that Bimbo was riding off his rear tire as he pulled within ten feet of Gary. Gary saw him coming and continuously outpowered Bob on the straights to pull away by as much as 40 feet. Bob would make up the distance and then some in the turns, where he kept the Yamaha pegged and stayed a gear taller than Gary by hanging way to the outside. The bikes could bank up their own berms in the wet sand.

Five laps from the end of the race Bob tried to make his move on Gary, only to get pitched off the side of his bike at a set of triple jumps. Pomeroy slipped by and reeled in Gary. Within three laps Hannah had made up the distance and caught up with both Pomeroy and Semics. The three were no more than 20 feet apart as their lines crisscrossed through the mechanics' signaling area. It was then that Semics had the chain on his Kawasaki snap to bring him to a quick halt.

Pomeroy continued to hold off Hannah for the last two laps as the red works racer proved to have the advantage over Bob in both power and weight. Charging into the last left-hander before the checkered flag, Bob was some ten feet behind Jim without a chance of making up the distance in time. Jim Pomeroy threw his Honda down into the inside line, but as he rounded the turn he found his way blocked by three lapped riders. Jamming on his brakes to avoid crashing into them, he stalled his engine. Bob Hannah went for his outside line and took the checkered flag just 20 feet past Jim as Pomeroy restarted the Honda. The rain-soaked but excited fans erupted in cheers and applause that had Atlanta Stadium shaking. Whether it was luck, skill, fate or

Jimmy Ellis (19) leads Tommy Croft (16), Steve Stackable (6) and eventual winner Bob Hannah (2) through the cavernous Atlanta whoops.

whatever, they had seen the kid on the stock Yamaha overcome two crashes and win.

"I didn't even know Pomeroy was in front of me after I fell off in the triple jumps," claimed Bob. "I came up behind him and yelled, 'Move Over!' because I thought I was lapping him. But when he didn't move over I knew something was wrong. My bike was fast enough if I clutched it all the time. Then it seemed able to keep up."

ATLANTA SUPERCROSS RESULTS:

250 Feature: 1. Bob Hannah (Yam); 2. Jim Pomeroy (Hon); 3. Jimmy Ellis (C-A); 4. Tony DiStefano (Suz); 5. Steve Stackable (Mai); 6. Chuck Sun (Hus); 7. Rick Burgett (Yam); 8. Danny LaPorte (Suz); 9. Tony Summey (Yam); 10. Marty Tripes (H-D); 11. Greg Robertson (Oss); 12. Rex Staten (H-D); 13. Tommy Croft (Hon); 14. Gaylon Mosier (Mai); 15. Mickey Kessler (Mon); 16. Dennis Brand (Suz); 17. Monte McCoy (Suz); 18. John Savitski (Suz); 19. Ferdinand Vertucci (Suz); 20. Jeff Jennings (Suz); 21. Terry Clark (Kaw); 22. Marty Moates (Oss); 23. Brad Wallace (Yam); 24. Gary Semics (Kaw).

Photograph By Jim Gianatsis

Miss Daytona keeps smiling even though she knows she's about to become encrusted in dirt.

Daytona

Hannah storms 12th consecutive win

Even though he was suffering from the effects of pneumonia and the flu, Yamaha's Bob Hannah turned a come-from-behind charge into his 12th consecutive victory as he won the Daytona Supercross. Bob scored the win before an estimated crowd of 40,000 fans.

Can-Am factory rider Jimmy Ellis grabbed the early lead of the 12-lap feature from Bultaco's Kenny Zahrt, but at the halfway point in the race Jimmy crashed when his front brake cable hung on the triple clamp of his front forks and locked his front wheel coming off a jump. Zahrt then retook the lead, but Hannah, who had started the race back in eighth place, was soon able to pass Kenny and pull away with a strong lead. Ellis was able to work back up to second place behind Bob before the finish.

Riding the same production bike, Hannah's unbeaten string of consecutive wins dates back to the first opening race of the 1977 AMA season and the Florida Winter-AMA Series where he won every 250cc moto.

Kenny Zahrt maintained his third place at Daytona, while 500cc National Champion Kent Howerton worked up from 20th position at the start to finish fourth on his Husky ahead of Kawasaki's Terry Clark.

A number of top riders were sidelined for the day's race. Suzuki's Billy Grossi and Harley's Rex Staten crashed hard on a ditch/jump which was quickly reworked to make it safer, but Grossi was left with a destroyed bike and Staten with a fractured wrist. 250cc National Champion Tony DiStefano was forced to retire during the feature with a seized engine. Reigning Supercross Champion Jimmy Weinert was still at home healing damaged tendons in his arm, but was expected to be able to race the next week at the Houston Supercross.

DAYTONA SUPERCROSS RESULTS:

1. Bob Hannah (Yam); 2. Jimmy Ellis (C-A); 3. Kenny Zahrt (Bul); 4. Kent Howerton (Hus); 5. Terry Clark (Kaw); 6. Jim Pomeroy (Hon); 7. Danny LaPorte (Suz); 8. Pierre Karsmakers (Yam); 9. Monte McCoy (Suz); 10. Chuck Sun (Hus); 11. John Savitski (Suz); 12. Gary Semics (Kaw); 13. Tony Summey (Yam); 14. Steve Stackable (Mai); 15. Pat Moroney (Hus); 16. Frank Stacy (Pen); 17. Tommy Croft (Hon); 18. Don Kudalski (Pen); 19. John Joyner (Suz); 20. Joey Gratton (Yam).

Houston

DiStefano wins bounty

Bob Hannah had been ailing. He rode at Daytona with the flu, which he was still nursing the week after. Rumors on the West Coast claimed that Hannah had pneumonia and wouldn't even make the trip to Houston, but when he showed for practice at the Astrodome he appeared to be his good old durable self. So durable, in fact, and so seemingly invincible, that Pace Management, promoters of the Texas and Michigan Supercross dates, put a thousand-dollar bounty on his head. The first rider to beat Hannah in a main event won the prize. Combined with the $1725 first place money, the sum was enough to give the other riders more incentive to hold the gas on one-tenth of a second longer into the first turn and to take more chances in the final.

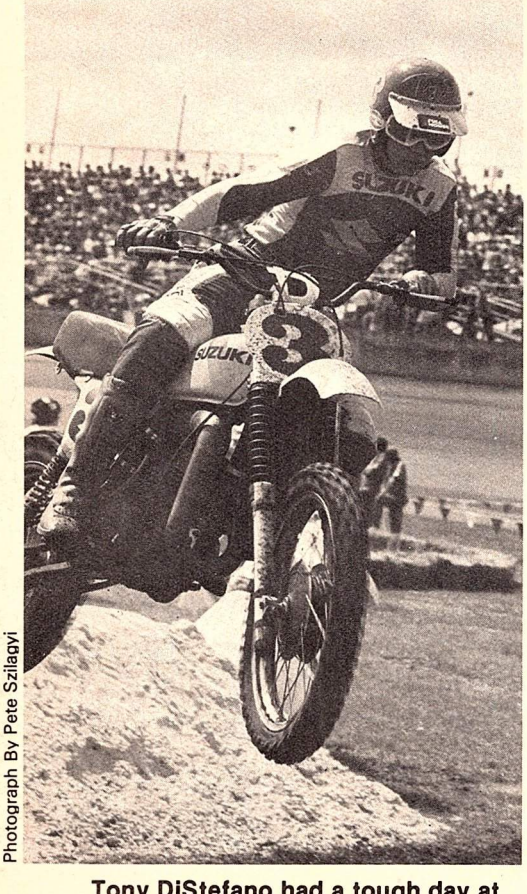
Except for a couple of stylish crashes, there wasn't much in the five qualifying motos to get people stirring in their $7 seats. They thought it was swell that local favorites Steve Wise, Roger Brown

Photograph By Tom Riles

Rick "Lumberjack" Burgett roosts Daytona Speedway soil straight up.

Photograph By Pete Szilagyi

Jim Pomeroy (102) can't win for losing. At the Astrodome he gave the victory to Ellis with 50 feet to go.



Photograph By Pete Szilagyi

Tony DiStefano had a tough day at Daytona, but came back to win Houston the following week.

and Kent Howerton had done a good job, and too bad that Steve Stackable unloaded. They clapped politely for moto winners Jim Weinert, Jimmy Ellis, Wise and Ken Zahrt, and for Marty Smith simply because he was Marty Smith. They clapped as if they were applauding a particularly nice aria at the Metropolitan Opera. Kids who had dragged their parents to their first motocross with promises of breathtaking spills and chills squirmed uncomfortably in their orange Astro-chairs.

When they fired up the bikes for the final, mercifully drowning out the supercilious and thoroughly patronizing and obnoxious announcing by Roxy Roxwood, Hurricane Hannah was expected to pull his usual holeshot and disappear over the horizon with a thousand-dollar bill attached to the seat of his britches.

Hannah instead got a back-of-the-pack start, which in the Astrodome is as good as a free plane ticket to Cleveland. Tony DiStefano led for the distance, but Hannah was passing groups of riders by carefully using lines no one else would touch. Jim Pomeroy moved into second past Steve Wise, while Hannah edged past Wise and Jeff Jennings for third. In view of the tightness of the track and the slim passing opportunities, it was an amazing ride by Hannah. DiStefano, by remaining cool and not getting tangled with lapped riders, earned his extra $1000.

Saturday night's racing, which was scored and paid as a separate event, started out strong with four of the best riders at the Dome — Hannah, Howerton, Weinert and Ellis — finding their rhythm and winning the qualifiers convincingly.

Stackable again lost his feet and failed to qualify, but in the semifinal set the tenor for the evening. Once more Steve found himself on the white flag lap in third place, this time behind John Savitski and Semics. During the 90-second lap he closed the 20 feet that separated second and third places, and high in the air at the finish passed Semics for the transfer spot.

In the final one of the major flaws of stadium racing was revealed again — slow riders being lapped can unduly change the entire complexion of a race. But in this case they inadvertently made what had all the earmarks of being a

SUPERCROSS TAKES OFF

snoozer into a real thriller.

Pomeroy snuck into an early lead, which he methodically built lap by lap. Weinert, Hannah and Ellis were mounting a charge through traffic, but both Hannah and Weinert got off and were left having to repass riders they had previously picked off. Ellis was smooth and fast, finally passing Gaylon Mosier, who was in a distant second.

With the time remaining it seemed Ellis had no chance of catching Pomeroy without a hand reaching out of the heavens to move him up 20 yards. The miracle came in the form of several slower riders who unintentionally but very effectively slowed down Pomeroy. Within the space of half a lap, Ellis was right there knocking. While some 25,000 people were screaming their lungs out, Ellis passed and made Pomeroy the victim of the same bad luck that had cost him a win at Atlanta two weeks before Houston.

RESULTS — ASTRODOME SUPERCROSS
Friday

1. Tony DiStefano (Suz); 2. Jim Pomeroy (Hon); 3. Bob Hannah (Yam); 4. Jeff Jennings (Suz); 5. Steve Wise (Suz); 6. Gaylon Mosier (Mai); 7. Kent Howerton (Hus); 8. Steve Stackable (Mai); 9. Mickey Boone (Suz); 10. John Savitski (Suz); 11. Tony Summey (Yam); 12. Tommy Croft (Hon); 13. Roger Brown (C-A); 14. Frank Stacy (Pen); 15. Pierre Karsmakers (Yam); 16. Danny LaPorte (Suz); 17. Marty Smith (Hon); 18. Jim Weinert (Kaw); 19. Mike Jones (Mai); 20. Kenny Zahrt (Bul).

RESULTS — ASTRODOME SUPERCROSS
Saturday

1. Jimmy Ellis (C-A); 2. Jim Pomeroy (Hon); 3. Gaylon Mosier (Mai); 4. Rick Burgett (Yam); 5. Kent Howerton (Hus); 6. Jim Weinert (Kaw); 7. Jeff Jennings (Suz); 8. Steve Stackable (Mai); 9. Terry Clark (Kaw); 10. Bob Hannah (Yam); 11. John Savitski (Suz); 12. Rich Eierstedt (Bul); 13. Tommy Croft (Hon); 14. Tony Summey (Yam); 15. Chuck Sun (Hus); 16. Frank Stacy (Pen); 17. Marty Smith (Hon); 18. Mickey Boone (Suz); 19. Roger Brown (C-A); 20. Mike Jones (Mai).

Dallas

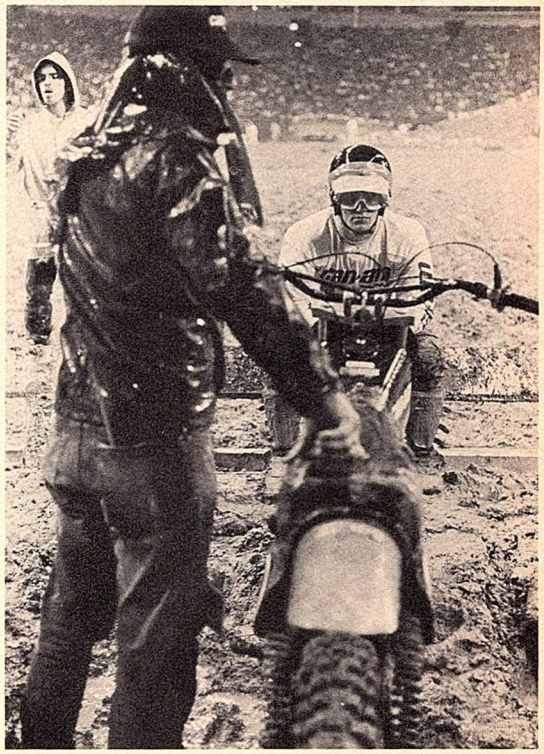
The roof leaked

The Dallas, Texas, Supercross series event wasn't much fun for anybody — not for the riders, nor mechanics, nor spectators, nor workmen who had to come into Texas Stadium Monday morning and haul out several tons of gooey mud. The two events were scheduled for Saturday evening and Sunday afternoon, but a football field-size hole in the stadium roof allowed the rains that fell all day Saturday to turn the carefully manicured track into a mess that equaled the worst outdoor rain race. Sunday's races were canceled early in the morning after the worst rainstorm Dallas had seen in 20 years dumped six inches of water on the track Saturday night. Enough was enough.

During practice Saturday afternoon few riders were able to make a full lap without falling, and most paddled their bikes around with their feet down. While the Atlanta Supercross race was held in the rain, the track there was built out of a sandy loam that drained the water. At Dallas the track was made of the clay out of which early settlers made houses. After practice some mechanics spent well over an hour just getting the mud off the wheels and engines of the bikes, and left enough dirt in the concrete-floored pits to grow a decent-sized cotton crop.

Mud races aren't necessarily disasters for spectators, but at Texas Stadium most were sitting far enough from the track to have no chance at all to identify the riders, who all looked like little mud-covered robots performing a slow-motion ballet on motorcycles. So frequent were the crashes that trying to pick out the leaders was purely speculative.

It began to sure-enough rain just before the final, but that was the least of everyone's worries. The starting gate was so caked with mud that it barely functioned, but they tried to start the final twice anyway, black-flagging the races after leaving several riders dumped in the mud each time. On the bad starts Steve



Jimmy Ellis' expression mirrored that of the 80 riders who tried to motor through the goop that devoured Dallas.

Photographs By Pete Szilagyi

In the Dallas Slop Steve Wise grabbed a couple of holeshots, but the mud monster knocked him back to tenth. Note Hannah in the back of the pack.

Wise, Jimmy Ellis and Steve Stackable, in particular, pulled sky shots over sections of the gate that refused to fall. Ellis and Wise were shaken up by the incident, which could well have affected their performances in the 20-lap, hour-long marathon that followed. Finally, AMA referee Carroll Chandler decided to start the race the old-fashioned way, with the wave of a flag.

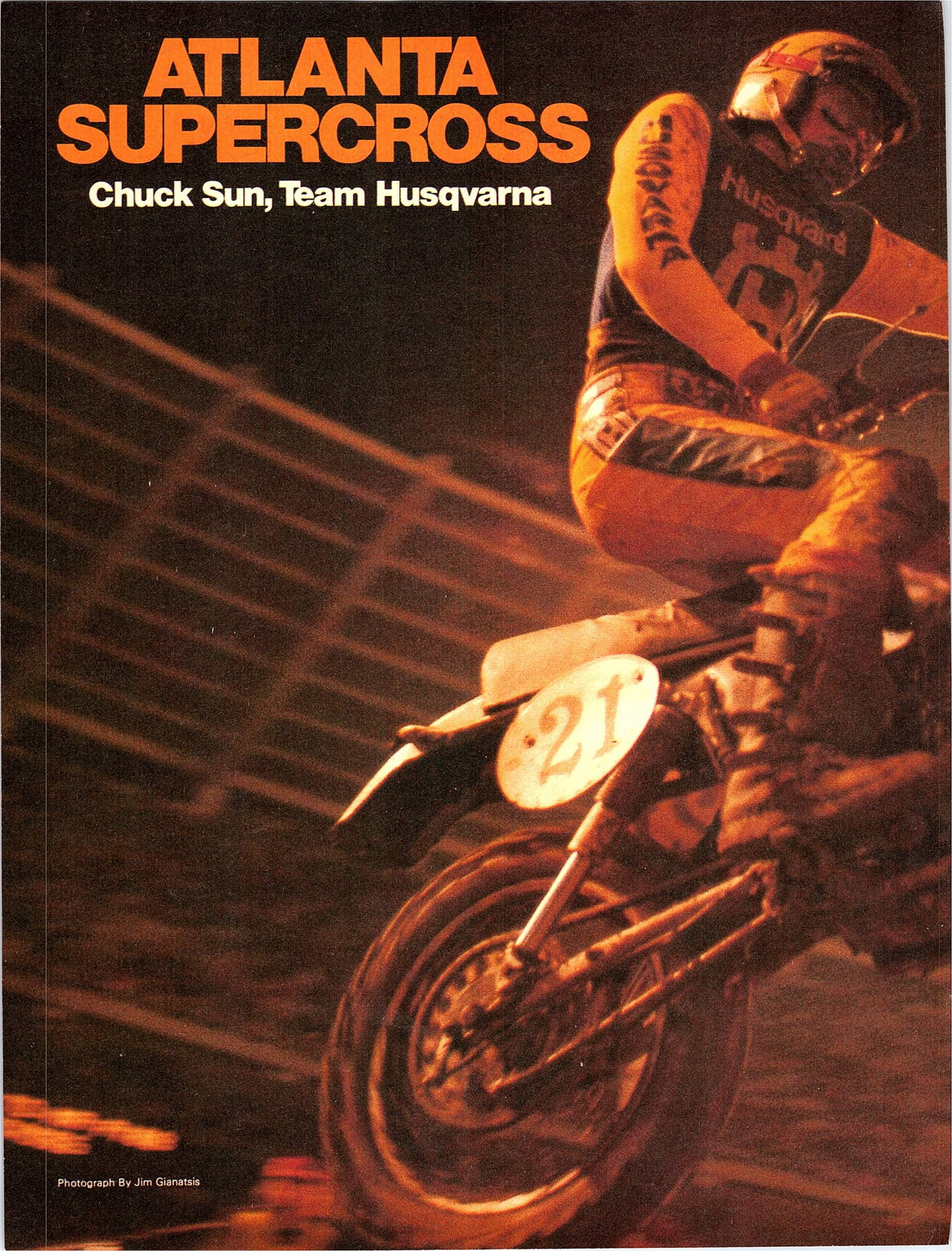
In the space of two laps the riders were strung out over the length of the track and so many had fallen that it wasn't clear who stood where. Howerton was leading, and the steadiest riders were John Savitski, Hannah, Pomeroy and Stackable. After several laps Hannah took the lead, and Howerton began to fall. Kent fell twice in the same spot and lost a lap each time just trying to extricate his Husky from the mire. Less than half way through the race he broke a crankshaft.

Continued on page 70

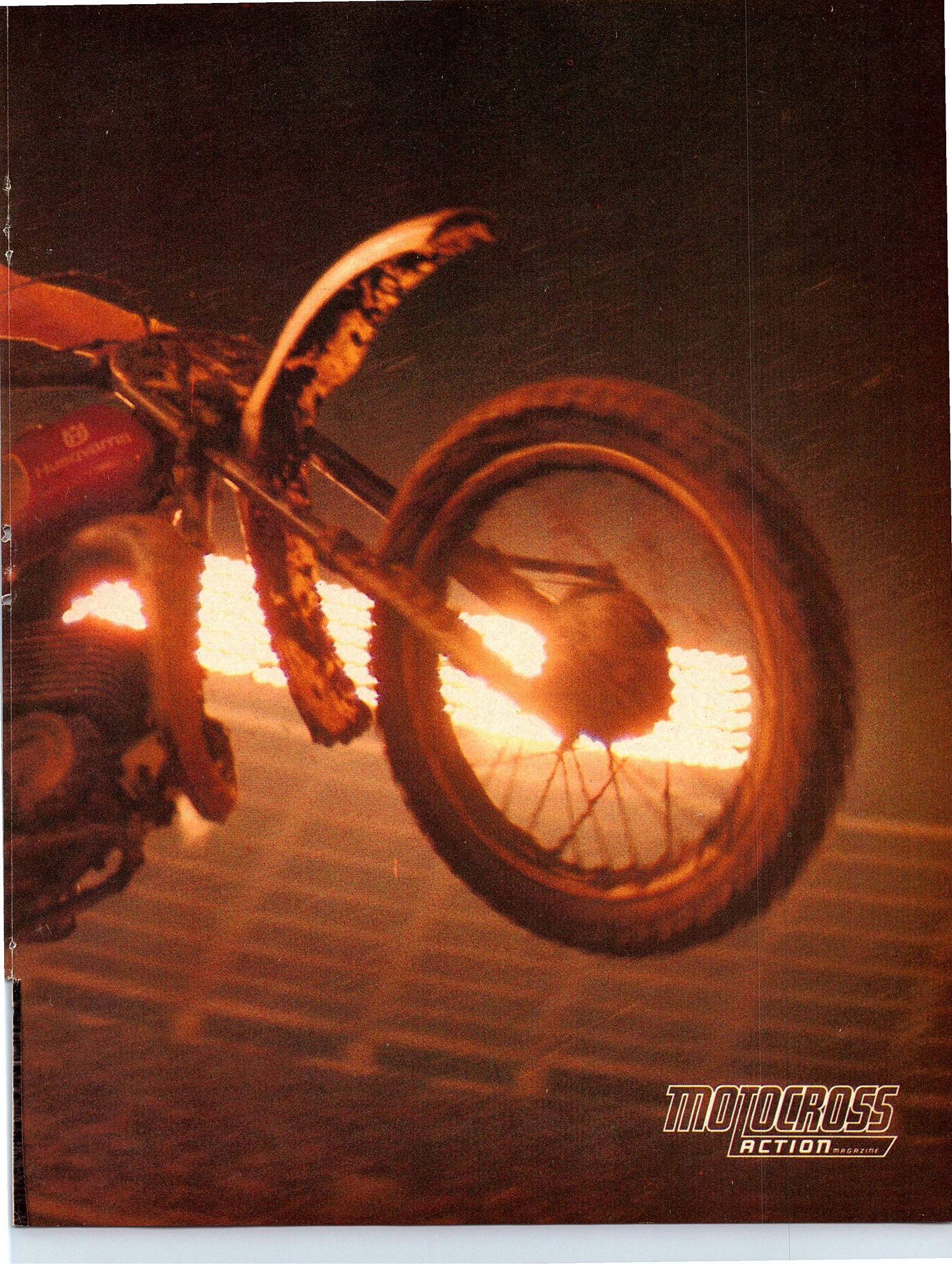
Hurricane Hannah struck Daytona to keep his win streak alive.

ATLANTA SUPERCROSS

Chuck Sun, Team Husqvarna



Photograph By Jim Gianatsis


MOTOCROSS
ACTION
MAGAZINE

Competition

NMA WORLD MINI GRAND PRIX

By Jody Weisel

Twelve identical Yamahas with the 12 best minicycle racers in America fidgeting on them.

☐ It was called the Bel-Ray World Mini Grand Prix and it was exclusively the domain of the youngsters. Anytime 1000 kids get together to kick out the jams and have three days of racing fun it is going to be a rollicking good time. Unfortunately, the 1000 racers and riders had the poor taste to bring along at least 2000 parents, several hundred grandparents and more than a few helpful friends. Dad pays the bill, and it is a pretty big pink slip to cruise all the way across the country to Southern California's Escape Country Racing World track towing several thousand dollars' worth of hyper-trick mini machines behind the motor home. The cost of gas is enough to give anyone ulcers.

Father and son cannot both race the motorcycle, so while junior gassed it up pop yakked it up. Never in any one event have there been so many future World Champions, current kings of their local tracks, the fastest mini-bikers in America and up-and-coming racers. Never once did a parent ever confess that his kid might have lost, even a moto, sometime in the distant past. No doubt about it, there were 1000 fast kids at the World Mini Grand Prix, but there were 1000 even faster fathers.

Family rapport really pays off in mini racing. If you can't beat Johnny Hotshoe on the track, you still have a 50-50 chance that your father will beat Mr. Hotshoe in the pits. Perhaps the most amazing fact of all the parental nonsense was that the kids had a good time. Friday they turned the park into the world's largest pit race.

"Hey dad, can I unload the bike to check the jetting?" Junior would ask his father two seconds after they settled into their crunched little nook of terrain.

"No, the bike runs fine. All you want to do is get out there and play-race. We came here to race, not play," said dad quite sternly. Fifteen minutes later Junior is blasting around on a $1500 wonder machine that they have been preparing for three weeks. A half an hour later dad is taking the top end off to find out what happened to the crank. And the races are still a day away.

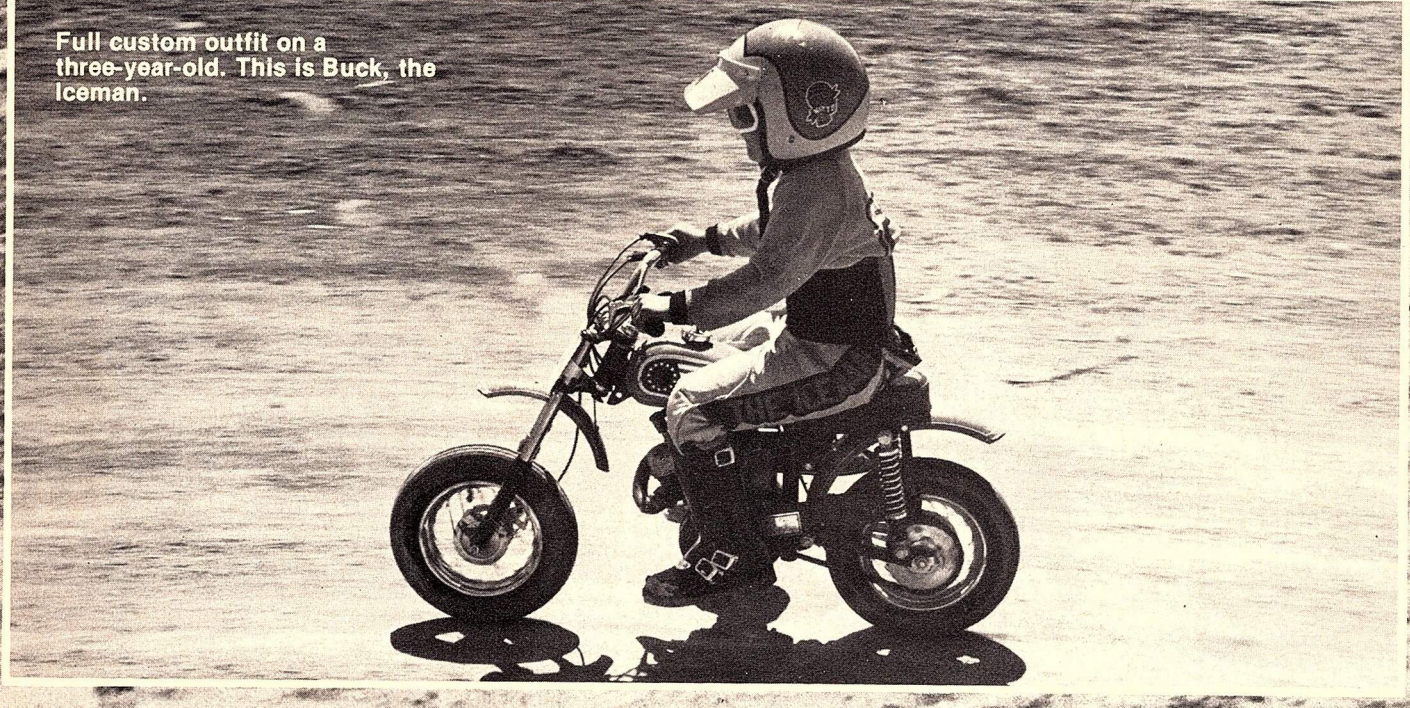
Saturday the races and the rain came. It was the freakiest rain to fall in Southern California in quite some time. It only rained on the track. Ten miles away at Saddleback Park it was as dry and dusty as a freeway. It was clearly the National Minicycle Association's fault. At least 200 parents went looking for an NMA official to ask them what they were going to do about the rain.

It rained all day and the track got to the consistency of gorilla snot. An outcry ran through the pits that if the NMA refused to do anything about the rain the races should be stopped. When the track got so bad that the riders' numbers, mostly number one, couldn't be read, the races were stopped. Suddenly a universal outcry went through the pits demanding that the races be run. Finally someone fell in the first turn and broke his arm, Pacific Northwest number one rider Kenny New, and a new outcry rang from motor home to motor home saying "I told you so."

Sunday saw a big smiling sun shining sadistically over the World Muddy Grand Prix and the racing began again. There were 36 separate classes, and a few of the races that couldn't be scored because of the mud the day before, and the two premier events: The Yamaha Race

Father Knows Best

Telling who these guys were kept the scorekeepers more than a little busy during Saturday's rainstorm.



Full custom outfit on a three-year-old. This is Buck, the Iceman.

WORLD MINI GRAND PRIX

of Champions and the Ital-Jet Junior Race of Champions, with only so many hours of daylight left.

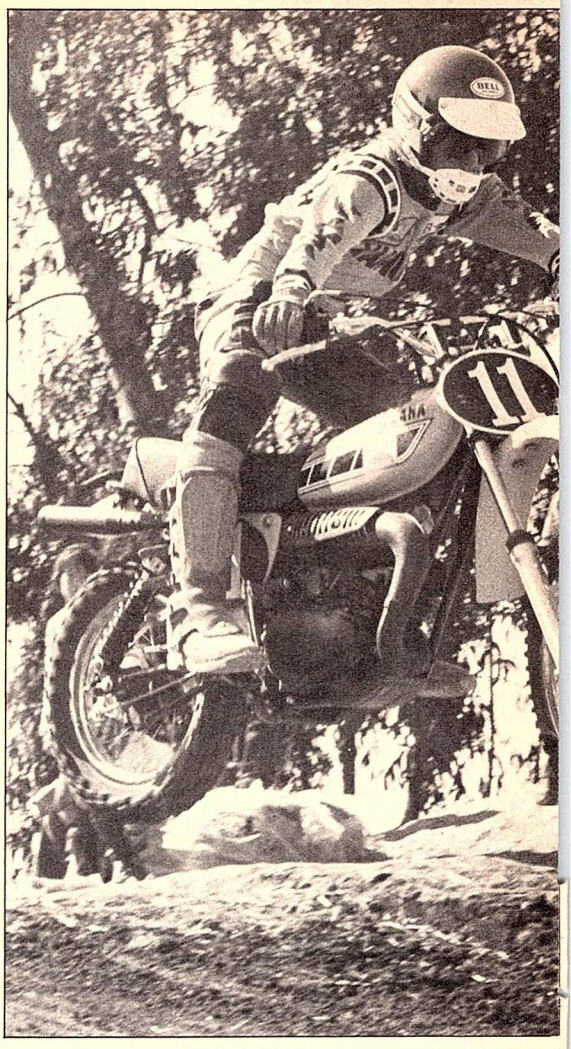
Junior wasn't hurting too bad. Over by the camping ground was a 14-ride carnival with cotton candy, and that was where all the mighty mini riders spent their time between motos. If that wasn't enough, there was a $5000 Bosch Sparkplug sponsored MX on the European-style track out back at Escape Country for big bikes. There were 1000 bicycle MXers going for it just 100 yards to the west. The kids were going for it all weekend.

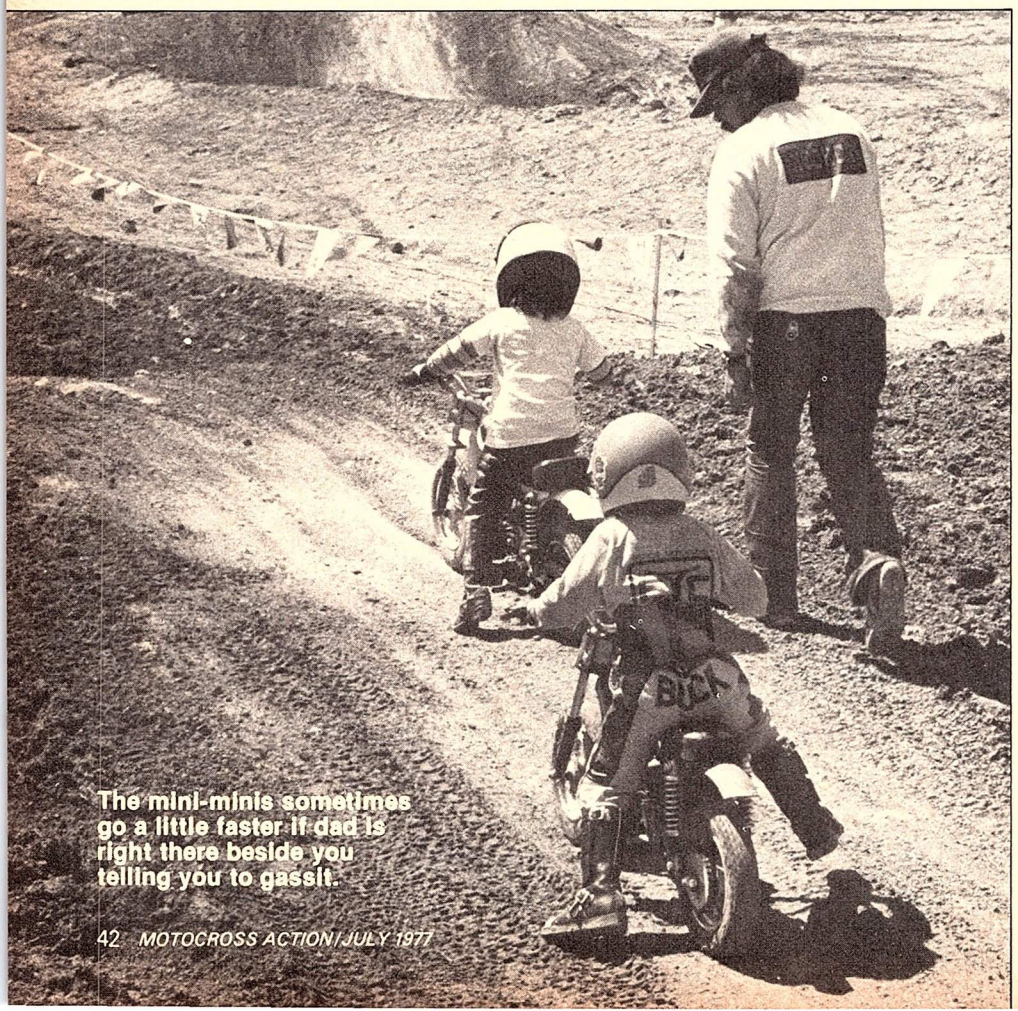
As the races wrapped up under the lights on Sunday night, father after father would turn to another and say, "What a mess. You'll never see me back at another one of these," or, "This is the last time I'll ever come to the World Mini Grand Prix!" As the kids packed up their bikes and trophies for the long trip back to Texas, Florida, Massachusetts or Idaho they would turn and yell to their friends, "See ya next year."

THE YAMAHA RACE OF CHAMPIONS

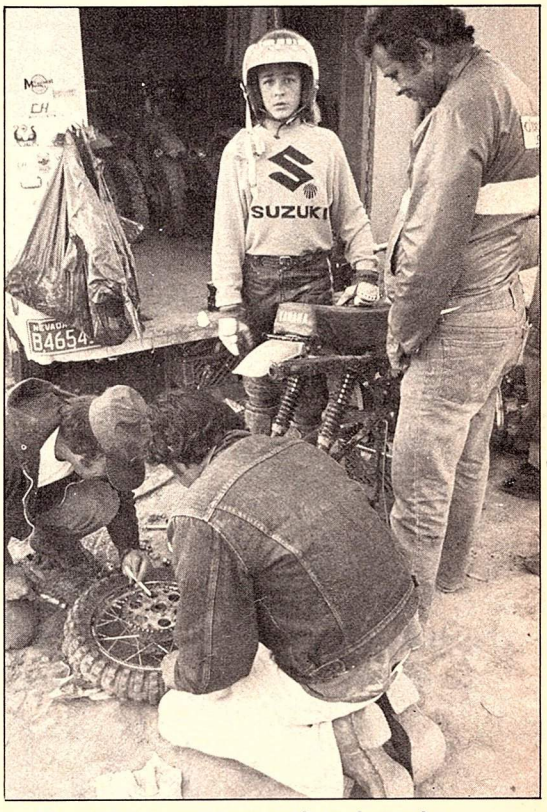
The NMA Race of Champions is not an original idea, but it is a great idea. And each year it comes off better than anything else during the three days of mini mayhem called the World Championships. The concept is simple; gather up all the National champions, from all the organizations, from all the different regions of the country, from all the various sponsoring teams, and put them on identical stock YZ80D Yamaha motorcycles — and may the best man win. Twelve riders are invited from all over the country. The number one riders from the NMA, AMA, CMC and NEMA came to participate.

The story of the race was that Brian "The Machine" Myerscough,





The mini-minis sometimes go a little faster if dad is right there beside you telling you to gassit.



More than one competitor drove in from faraway places to DNF. Here dad and Uncle Burt jump in to fix it.

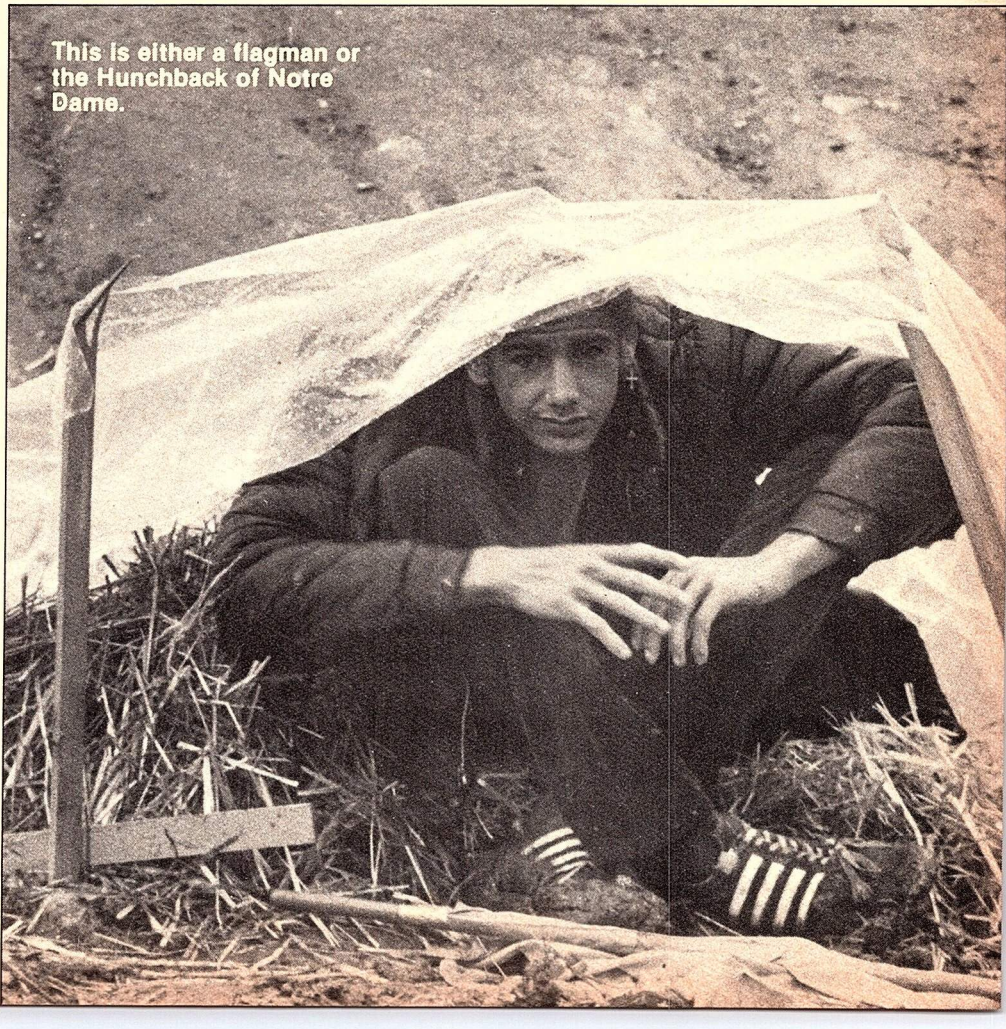
Brian Myerscough gave away a few pounds to his lighter competitors in the ROC, but he never gave an inch.

perhaps the greatest minicycle racer of all time, was going to come back to ride a mini for the last time. Young Brian had given up the minis, gotten his AMA pro license and was out to make his mark on the 125 National circuit. It was a farewell appearance. A rock sheared his sprocket bolts off in the second moto or he probably would have wrapped up his final mini title in his final race.

A.J. Whiting has been the NMA Western region number one rider for three years. Last year at the Race of Champions he was right in there to finish third. This year his luck ran out on a back section of the track and he went down, ending his chances. A.J. has a Yamaha sponsored ride and is looking up the road to the ranks of AMA pro in a few years.

Graham Barber came all the way from Boston to race, but somewhere along the line he broke his wrist. Graham's father is an orthopedic

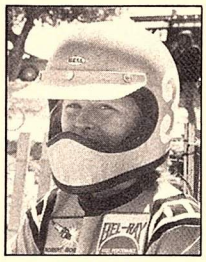
Going minicycle racing with 100-percent father-son involvement.



This is either a flagman or the Hunchback of Notre Dame.

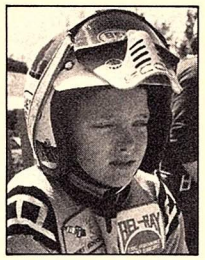
THE 12 BEST MINICYCLE RACERS IN AMERICA

Ben Theriot
Louisiana


Phil Larson
Washington

Jim Holley
California

Graham Barber
Massachusetts


Scott Burnsworth
California

Brian Myerscough
California

A.J. Whiting
California

Mark Murphy
Florida

Brian Wargo
West Virginia

Tim Shepard
Pennsylvania

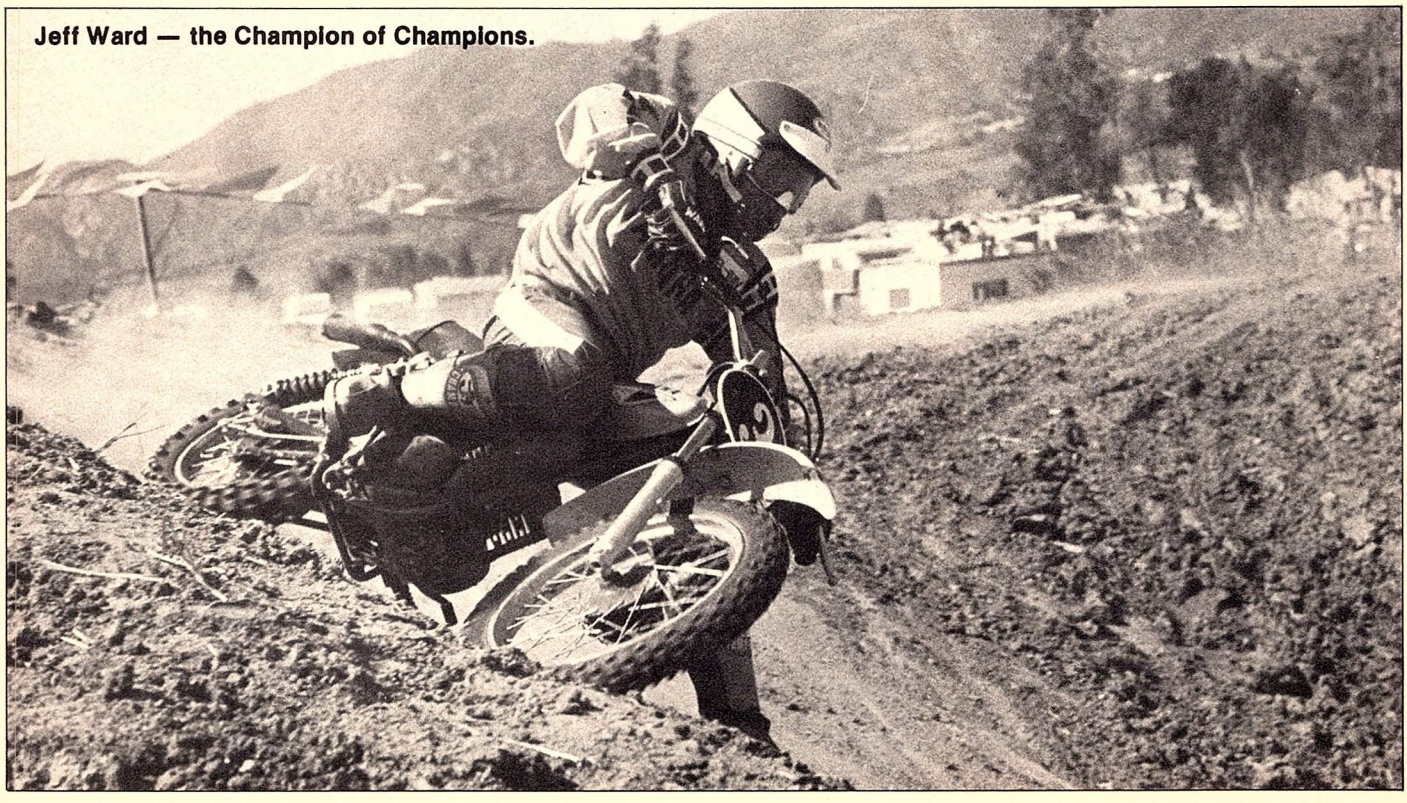
Billy Tuman
Illinois

Jeff Ward
California

WORLD MINI GRAND PRIX

surgeon. A little duct tape and plastic later and Graham was in the Race of Champions to finish a solid fourth. Scott Burnsworth is an unknown name outside of his San Diego, California, tracks, but at the Race of Champions he ran right up front with Myerscough and Jeff Ward. Burnsworth faded a little late in the motos under the pressure of the two veteran superstars, but next year he is the kid to watch.

Jeff Ward, the flying freckle, of Team Honda, must have adapted to his Yamaha mount, because except in the final moto when Myerscough took over, Jeff was untouchable. Jeff has been chasing this title for a couple of years, but it has always slipped through his fingers. Living in the competitive shadow of Brian Myerscough for the past two years only made Jeff want to win all that much more. When the final showdown came and all the champions had been tested, Jeff Ward towered over his normally taller competitors.


Jeff Ward — the Champion of Champions.

SUPERBOWL OF MOTOCROSS VI

Can DeCoster Ride Out The "Hurricane?"

A track designed specifically to terrify seasoned professionals and the challenge of young Bob Hannah to outride and out-maneuver five time world champion Roger DeCoster promises to make the Superbowl of Motocross VI, July 9 at the Los Angeles Coliseum the most exciting supercross race yet staged in the United States.

Eighty of the world's top riders will meet to ride it out on a track re-structured and designed to demand more in skill and endurance than has ever been required before. Riders begin by shooting down a 70-mile-an-hour straightaway that takes off up and through the Coliseum peristyle and climaxes in a ski jump from which man and machine sail 100 feet over Goodwin's Gorge to the Coliseum floor and immediately into a sharp left turn. Out of the turn, riders will encounter the new 6 foot off-camber turn (deviously designed to separate the riders from their machines) which heads them through a series of jumps and turns and down a high speed straight-away roaring toward the infamous Insanity Ridge where bike and rider are launched from a 7 foot elevated ramp on a 60 foot flight through space. Upon landing, the course begins a series of "whoop-dee-doos", and "wheel-breakers" and includes a trip up and over the 12 foot Matterhorn Mountain. Fans become so entralled they find they forget to sit down throughout this thrilling race.

With an eye toward the hefty $30,000 plus purse, prize and contingency package (the Superbowl share of the $250,000 AMA Superbowl Series) Roger DeCoster is preparing to battle it out with 20 year old Bob Hannah. Entering the arena with 12 wins out of his last 14 starts Hannah has rightfully been referred to as "Hurricane"—this time he's after the old man's title of Mr. Motocross. Since Superbowl of Motocross is the most important event of the supercross season, the winner is of course, the number one man in motocross.

Riders will compete under a new format initiated at the American Motocross Finals last year at Anaheim Stadium. The program begins with four 10 lap motos of 20 riders each. The first 5 finishers in each heat transfer to the Final. Riders finishing 6-15 get a chance to make the finals by racing in two semi-finals. The first and second place finishers in the semis qualify for the Final. Those riders finishing 3-12 transfer to the consolation race. The consolation race is a 15 laper and the final race is 20 laps. Riders can no longer race 2 motos and coast through the third—there's no point system, the first man across the finish line is the one who'll collect the money.

Former rock promotor Mike Goodwin brought motocross into the confines of a stadium in 1972. He was able to convince Los Angeles Coliseum management to let him dig up the floor of the Coliseum and haul in the dirt and construction materials to build a $50,000 motocross track. Before the first stadium motocross event, races were traditionally run on a cross country course, far away from civilization and its conveniences. Conditions made it often uncomfortable and sometimes impossible for spectators to see much of the action. In the stadium, motocross has become a real spectator sport where fans can see the race from the comfort of a reserved seat. In 1972, 27,000 saw the birth of stadium motocross. This year a capacity crowd of over 80,000 is anticipated. Superbowl of Motocross has become one of the largest motorsport events in the country.

To insure easy access for everyone attending Superbowl of Motocross every effort has been made to facilitate transportation, parking, ticketing and seating. Staffing has been increased to include 30% more ticket takers, ticket sellers and parking attendants. A special new gate PA system will be rigged to direct spectators toward uncongested gates and tunnels. Tickets will be available through Ticketron and the Sports Arena Box Office.

To enjoy an entire day of motorcycle action, bring the family early in the day. Harley-Davidson is sponsoring a free show in the Sports Arena featuring their entire line for 1977 plus 1000 of the most exotic bikes to be seen in Southern California. The show is for one day only and the doors open at 10 AM.

Superbowl of Motocross VI is more than a sporting event—it's a thrilling experience for everyone in the family. The parking lot opens at 9 AM; the Harley-Davidson show starts at 10 AM: The Coliseum gates will open at 5 PM, practice and pageantry begins at 7 PM and the race is set for 8 PM. For more information concerning the event call (714) 955-1334. For ticket information call the Sports Arena Box office at (213) 648-6131 or write Superbowl of Motocross VI, L.A. Sports Arena, Dept. H, 3939 S. Figueroa., Los Angeles, CA 90037.

ADVERTISEMENT

Race Test

YAMAHA YZ400D

The mono matures

☐ Yamaha has a lot of time, money and prestige invested in the monoshock concept. As a company they are committed to a sales program that pushes the uniqueness of the design. Advertising copy writers used to write hogwash lines like "Simplicity of design" and "Only one shock instead of two unbalanced units." Let's try to cut through the clutter and get a clear, crisp view of the monoshock.

When it first came out several years ago in the hands of Hakan Andersson it was a potent and viable method of suspension because it worked. While the competition floundered around on oil-dampened Konis, Andersson's nitrogen bladder charged monoshock cooked through the whoopies. It worked well because it was the only thing that worked. Two years later it flat didn't work. Regardless of what we said about the 1975 being better than the 1974 and the 1976 being a step above the 1975 model, the Yamaha monoshocks of the past were an expensive, complicated and restrictive way to achieve six to seven inches of travel.

The competition got with the program and started to mount effective gas shocks, although two shocks at a time, that gave them in excess of eight and one-half inches. And you didn't have to invest in air tanks, gauges and hypodermic needles to give them a fix every couple of races.

In 1977 Yamaha has released the D-series of monos. The Ds have been simplified. Under the gas tank lies a shock just like the shocks that Yamaha's competitors went to to

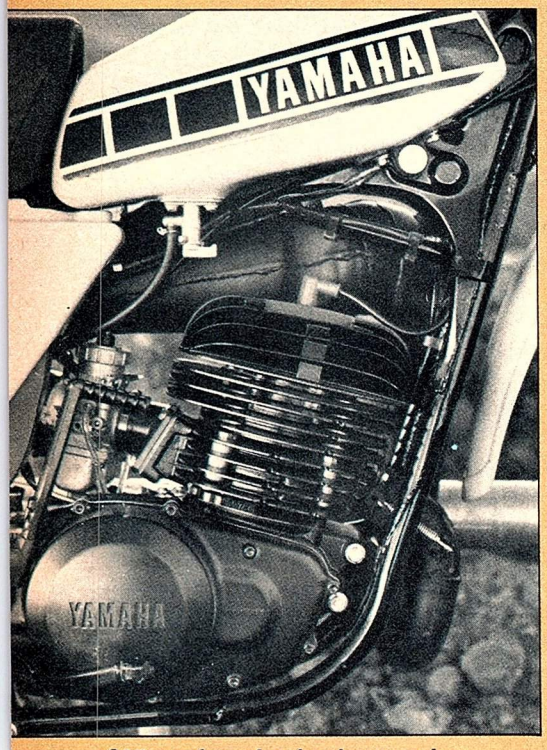
beat the mono. And that shock suffers from the same plight that dual shocks suffer from on conventional motocross bikes: fade.

The good news is that the new YZ400D is getting a full nine inches of rear wheel travel, it is soft on the initial stroke and firm in the later stages. Unlike the anemic motor they stuck in the mono last year, the YZ400D has power to spare. The weight is down, the power is up, the suspension travel has increased, the looks have been revitalized and it is the best Yamaha mono yet. The question is — is it as good as its competitors.

COUNTING THE PARTS

The YZ400D is basically last year's works bike frame. The conventional twin downtube frame is mated to a tubular monocoque top section that completely encloses the gas Kayaba shock. The shock itself is completely adjustable from the outside without removing the unit from the frame.

Except for minor cosmetic changes the motor remains the same as last year with the addition of reshaped boost and transfer ports. The compression ratio is up some, but the major alteration is to the torque curve. Last year's engine was pulling 3.95 kilograms per

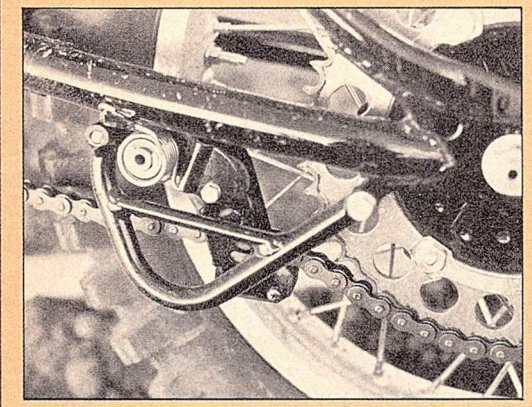


397cc of reed-valved power is shoehorned into the mono's black engine. The clutch side cases are magnesium and the sprocket guard will occasionally catch on your boot.

YAMAHA YZ400D

meter, while this year it is up to 4.05 kg/m. The new pipe is largely responsible for the change in power. In addition to that, it tucks nicely along the left side of the bike completely out of the way.

The front forks are leading axle air/spring units with long travel and acceptable dampening. As a total unit the bike just looks right. It has a stubby little plastic gas tank that holds 2.1 gallons of pre-mix and a long, supple seat. Detailing is first-rate and everywhere you look there is a nice little touch. The chain tensioner is protected by a lightweight tubular aluminum brush guard. The air valves on the forks have rubber caps over them to keep the grit out. The fork legs have accordion-type fork boots gracing their long throw. The top triple clamp has swept-back bar mounts to allow the fork legs to be slipped up and down for more adjustability. The front fender has two deep reinforcing grooves running the length of it to aid in fending off mud and dirt.



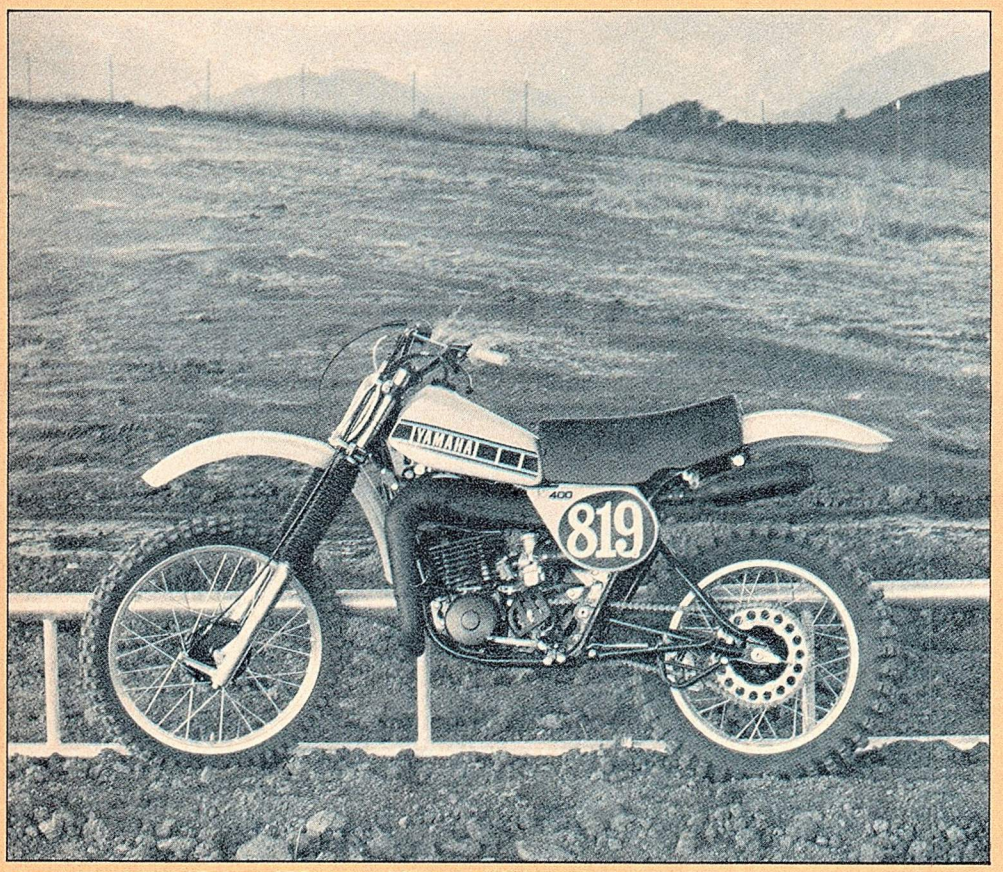
Aluminum brush guard protects the chain tensioner from brush, what else!

When you first look at the new YZ400D you just know it is going to be right. It has that businesslike look about it that says this baby was designed to burn up a motocross track.

GETTING ON IT

The first time each of our test riders tried to mount the big Yammer our boots came to an abrupt halt against the seat. We had to stand back and make a concerted effort to swing up over the bike. It is that tall. Once you are on it, there is an amazing feeling of plushness that the earlier monos didn't have. The rear suspension is soft and pliable. Old monos put up a fight before thay gave in to downward movement, but the YZD hunkers down under the lightest of loads.

It is a comfortable machine to sit on. The bars feel right and the levers are adequate. Everything is where it should be and the rider can hardly wait to get rolling. The kickstarter requires a pretty healthy pop of the rider's leg, but the CDI ignition and standard 38mm Mikuni guarantee that you won't have to give it more than two prods. It blubbers a little when cold, but then cleans up.



The YZ400D is a 250-pound heavyweight.

The power is brutish. It comes on strong and clean. The front end lifts swiftly in every gear until you develop a shifting sequence that is compatible to your weight shifts. It is a torquey muther, not as beefy as a CR390 Husky, but similar. Japanese motorcycles with torque are always different from European bikes with torque because of the crisper ignitions and lighter flywheels found on the Oriental models. This is a good, easy-to-ride racing motor. The opposite end of the spectrum is the Suzuki RM370 with its light-switch quick and fuse short power. The YZ400D has the perfect compromise motor for the average rider. It is easier to ride than the potent high-rpm-ers, but more versatile and quicker than the chuggers.

Backing the engine/carburetor unit up is the shoddiest air filter imaginable. It is clearly not capable of ensuring clean air will get into the engine. Under extremely dusty conditions with the stock filter in place you could expect to bore your cylinder third over without taking the top end off. The filter material itself is poor, but it actually rips open after a couple of cleanings. Do your engine a favor and buy a replacement. We suggest Twin Air.

Expectations for racing motorcycles go higher and higher every year. So that improvements in models only push the desires of the riders higher and higher. The YZ400D is a sano-looking motocross weapon with decent suspension and a strong, reliable motor. We never missed any shifts. It never failed to start.

Handling and geometry on the machine are spot-on. It turns on a dime, although since it is a 400, getting it positioned over the dime isn't all that easy. It has a decent set of rubber front and rear (could be better — could be worse) and the best brakes in the industry. If you can get it going faster than it can be stopped, you're riding over your head by a long shot. Everything on this bike is tip-top, A-one, spot-on.

YAMAHA YZ400D

THE ANSWER

The answer to the question of whether it is as good as its competitors is that yes, this is one of the best Open class bikes on the market today. The reasons are straightforward. I doesn't cost an arm and a leg. It is reliable and strong. It is easier to ride than some, and more thought-out than the others.

You would have to go some to find fault with a package that is so much a combination of racing experience and computer technology.

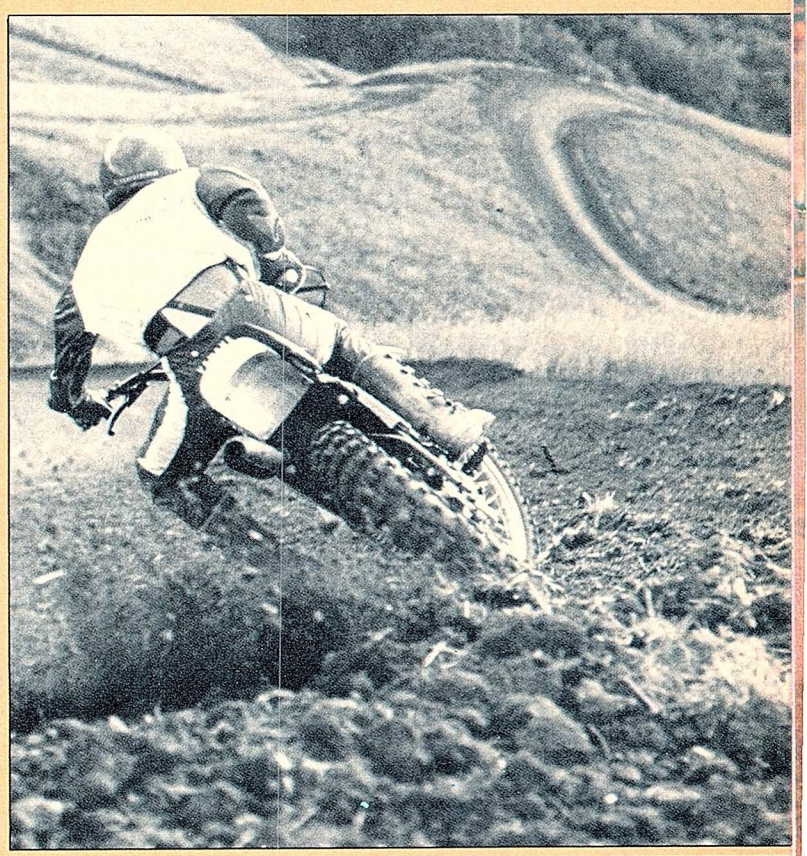
HOW FAR WE WENT

We made it about four laps before the first fault reared its head. Like its monoshock predecessors, the YZ400D has a terrific rear end kickback. Time after time we would blast across a set of triple whoop-dees only to have the final whoop kick the rear end of the 400 skyward. The kickback doesn't start at full travel or at the beginning of the stroke, but rather it is generated about mid-stroke and comes back powerfully and suddenly.

Making full power on runs at the same section didn't produce any kickback at all. The facts remain the same from the beginning of monoshock history to the present day. With the throttle on the system works, with the throttle off you might as well be on a DT-1. The damping is adjustable, and by turning the adjustment up to full damp the bike became more predictable in off-load situations.

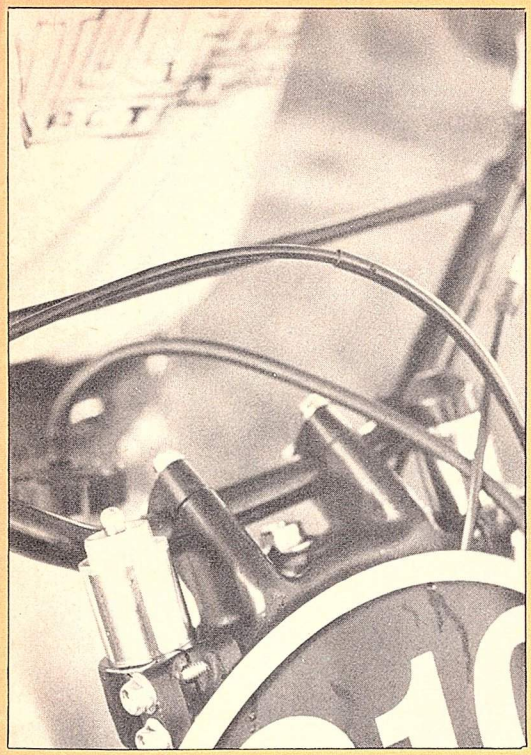
Fault number two: While we were out on the track having a great time and racing our tails off week in and week out, the shock began to work progressively worse. It normally started to exhibit noticeable fade at the 25-minute mark. Two weeks later it began to fade at the 20-minute mark.

Why does it fade? It fades for the same reason that two gas shocks fade — because it gets hot and the oil gets thin. The monoshock itself needs a greater oil volume. The works bikes of Pierre Karsmakers and Bob Hannah have additional reservoirs attached to the frame. They are there out of necessity. The mono shocks are a production line item at the Kayaba plant, and if the shock isn't completely bled of all the

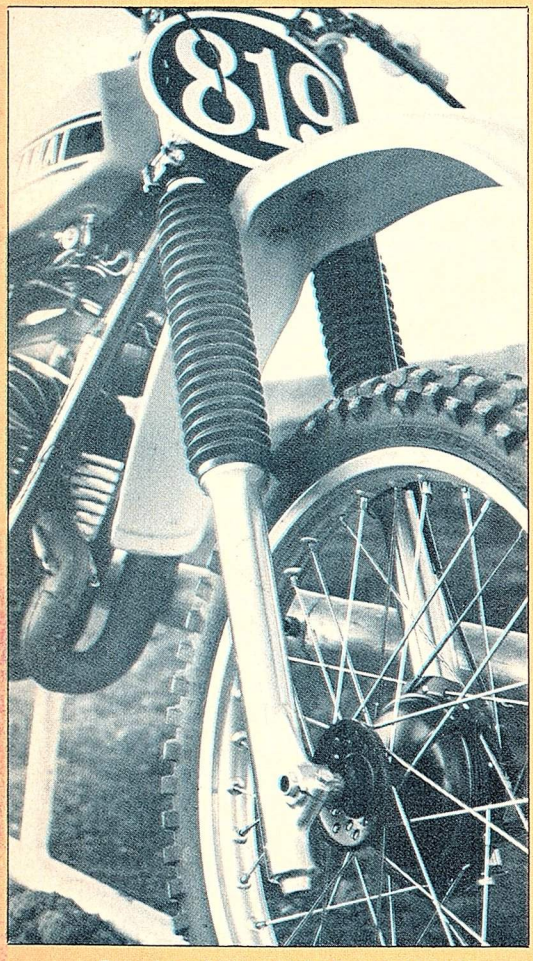


There is a healthy nine inches of travel from the rear wheel to the fender.

The front end comes up anytime you give it a healthy goose.



Air caps, handlebar pullbacks and double-layer cables intertwine in this photo.



Good brakes and forks make the front end equal to any bike on the market. The S&W fork dyno showed the YZ forks to be as good as Marzocchis.

air in the container it will lose effectiveness. The earlier YZ400Ds that first came over to America seemed to have better shocks than the later models. Even with increased quality control the system needs a reservoir. And it needs it badly.

The complete monoshock unit (shock, gussetting and swingarm) weighs in excess of 30 pounds. An aluminum swingarm and a set of gas Girling shocks weighs less than 12 pounds. The monoshock system has been in the Yamaha line for several years now. After all this time they have thrown out all they learned with the nitrogen bladder shock and gone to the conventional gas shock like their competitors. When will they realize that they now have the same shock as Suzuki, Kawasaki, Hodaka and Harley-Davidson, except theirs weighs almost three times as much.

The Yamaha YZ400D is an excellent motorcycle. Perhaps the best buy for the Open class competitor in the Junior and Intermediate ranks, for a local Expert it could do the task well also. But the bike has not lived up to the kind of potential that it could have, taking all its components into account.

BITS AND PIECES

Perhaps we are coming down too hard on what is an excellent motorcycle, and as good as most of its competition: Just peeking at the future. The gas tank is wide, short and stubby. It works like a charm. The petcock swivels forward to be turned on and as such cannot be accidentally turned off by your leg. The seat mounts with two little ten-millimeter hex heads about midway up its length. A good endo could rip the complete seat off of the bike. A minor endo ripped the material along the rear edge on our test bike. The seat needs newer and stronger mounts. The little rubber caps on the forks need to be taped on. The forks work well. They are a little pogoey until you get the correct air pressure dialed in for your weight. The side number plates clip under the seat and are held on by one Phillips screw each. This arrangement is bogus. The plates actually flop back and forth enough to be distracting to the appearance of the machine.

The cable guides on the front number plate are among the best in the business, but occasionally they open up and let the neoprene guide slip out. It doesn't go anywhere, but has to be crimped back into the ring with a pair of pliers. The factory works bikes use aluminum swingarms this year, and last year they used swingarms with one additional brace on the triangulation of the arm. We never felt any horrendous flex, and didn't try to find a cure for what we couldn't detect.

We really liked the bike. Don't let our editorializing about the monoshock syndrome put you off. As soon as the accessory manufacturers get on the gas and offer reservoirs or improved shocks this baby will be right up there. Even if they don't it will still be right up there, because for the average Joe going 20 minutes this muther is a real earthquake machine.

YZ400D SPECIFICATIONS

SPECIFICATIONS

Make	Yamaha
Model	YZ400D
Country of Manufacture	Japan
Retail Price	N/A

ENGINE

Type	Single-cylinder, two-stroke, reed valve
Bore and Stroke	85mm x 70mm
Displacement	397cc
Compression Ratio	7.6:1
Carburetion	38mm Mikuni
Ignition	CDI
Lubrication	Pre-mix
Air Filter	Oiled foam
Transmission	Five-speed

CHASSIS DIMENSIONS

Overall Length	84.1 inches
Overall Width	35.8 inches
Overall Height	46.5 inches
Wheelbase	56.7 inches
Ground Clearance	11.4 inches
Dry Weight	229 pounds

CAPACITIES

Fuel	2.1 gallons
Oil Tank	N/A

SUSPENSION

Front	Air/spring telescopic forks, Kayaba
Rear	Kayaba monoshock

Steve was fourth in the nation last year riding a private Honda. This year he is flying the Moto-X Fox colors along with teammate Pat Richter. Together the two MX-Fox privateers are going to give the factories fits. Note the Simons forks and Fox Shox. "The best forks in the world!" says Steve.

STEVE WISE

How to beat the factories

By Jody Weisel

□A standard motocrosser's fantasy is that he will take his stock bike out some Sunday, do battle against the legends of the sport and come home victorious. Regardless of how farfetched this dream may be, we feel deep in our heart of hearts that if it came true, the factories would snap us up and put us in works bikes and press releases for life.

Fact: In 1976 Steve Wise left his home in McAllen, Texas, and followed the National motocross circuit. Fact: On July 4th, 1976, at Keysers Ridge, Maryland, Steve Wise became the only privateer to win a National in two years. Fact: Steve Wise rode a production Honda CR125 with gas Girling shocks and an FMF motor. Fact: Steve Wise is still a privateer in 1977.

Steve Wise hails from a town so far south in Texas that the predominant language is Spanish. McAllen, Texas, is a 12-hour round trip away from the nearest motocross track with competition. And for a rider of this much talent to come from the hot, sultry streets of Texas to the top of the heap and still remain unnoticed is a mystery. Wise's credentials are impressive. Steve is the only privateer to have won a National since Tony DiStefano did it back in 1974 on a CZ. The young Texan was fifth at the United States Grand Prix of Motocross in Lexington, Ohio, and fourth in the nation behind factory riders Bob Hannah, Marty Smith and Danny LaPorte in the 125 class.

"You don't get noticed very much in Texas, because all the factories are in California. The head guys can come out to Saddleback and watch all the racers. McAllen, Texas, is just not on the racing departments' travel agenda," says Steve. And yet Wise has had a factory ride with less credentials than he now has. In 1974, at the height of the Tex-AMA motocross series, the totally

Wise only rides a selected few of the stadium events, but when he does he always leaves his mark. When National number 12 is hot he can holeshot even the best of them. Here he leaves more than a few big names behind at the Astrodome.

STEVE WISE

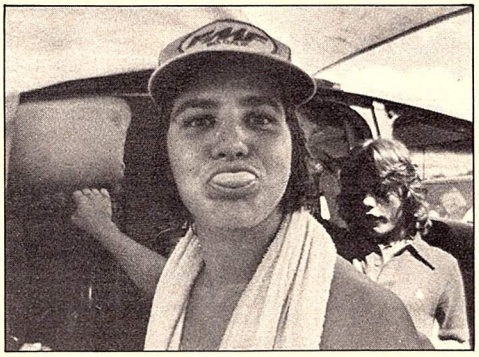
unknown and unheard-of Steve Wise raced the complete series against Jimmy Weinert and Gary Jones. When it was all over Wise was the overall winner on his CR250 Honda. Taking this as a sign of true talent, Steve went on to the National circuit.

"I got a rude awakening after that. I thought it was going to be bitchin'. I went to the Nationals thinking I could handle those guys, and I got smoked so bad! I crashed a bunch of times and Jones just blew by me with no problems. It wasn't like in Tex-AMA. From then on it was different. You look down the line and if you just see Weinert that's one thing, but when you look down the line and see Weinert, Karsmakers, Howerton and DiStefano it's different."

But Kawasaki was impressed with the Texas youngster who beat their number-one rider in Texas, and one day Steve Stackable called up and said that Kawasaki was looking for a 250 rider and Steve was it. Sure enough, the phone rang and Steve became a factory rider. It was the motocrosser's fantasy come true. Instant factory ride.

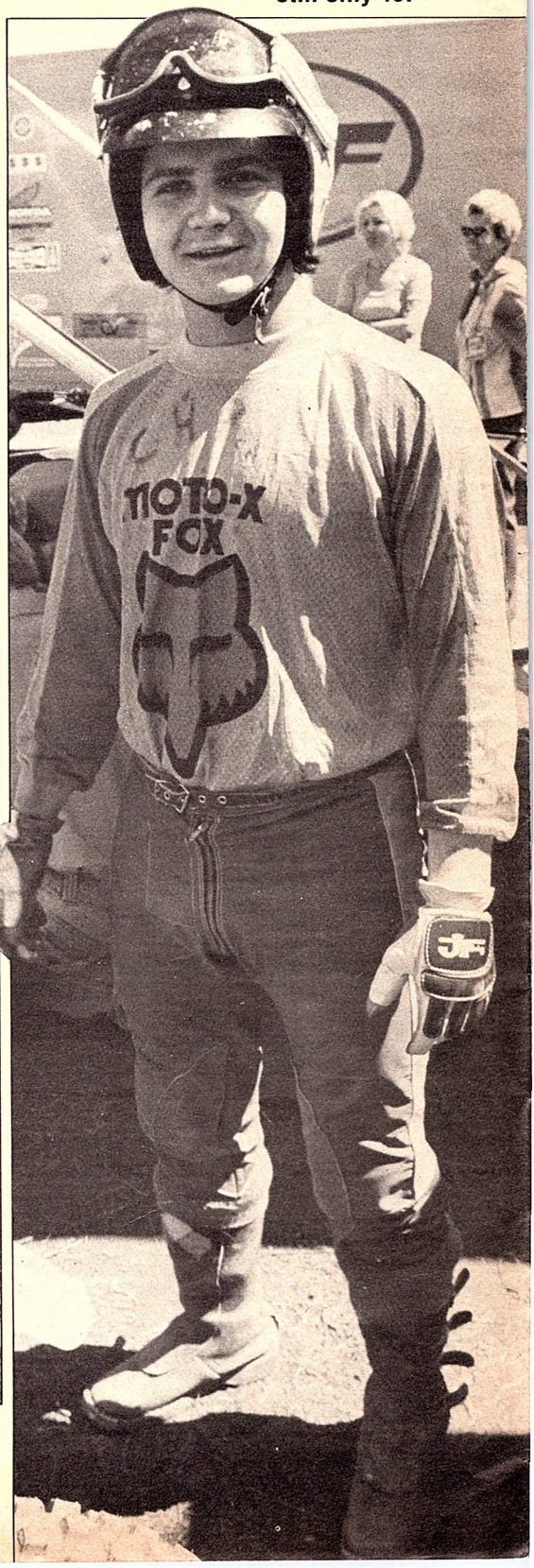
In 1975 Kawasaki expressed an interest in racing the 125 class and pegged Wise as their rider. The prototype Kawasaki 125 that Steve was given was a hand-built sand-cast machine. It was full of bugs, and the young McAllen rider was kept busy trying to work them out. The KX125 works bike, which bore no resemblance to the KX125 production bike, was slow, but Kawasaki was serious about making it go. Then, just as quickly as the factory ride came, it went away. The telephone rang one day and Kawasaki announced that they were dropping their complete racing program.

Wise was told to keep the machines and race them, but Kawasaki would offer only minimal support. The prototype 125s were too raw and untested to be of any good without the support of the factory. Steve raced it twice and



"My father told me not to make faces at the camera anymore, but this really summed up how things went that day at the San Antonio National."

Steve Wise has been on the National circuit for three years now and is still only 19.



At the Houston Astrodome Jim Pomeroy got a good long look at the back of Steve's jersey. Texas is home territory for Wise.

then realized that one man could not do the work of a whole R&D department. Back on his private Honda Steve came close to winning a National away from Marty Smith, but had to settle for second. As the 1975 season came to a close, Steve, with the help of his father, who owns a Honda shop, and then mechanic Jimmy Strait, prepared a private CR125 for the next year's Nationals.

Again the telephone rang and Kawasaki said that they were interested in racing the 125 class in 1976, and would Steve be interested? Suddenly it was dilemma time. Steve had a private Honda that he had faith in, but Kawasaki was offering to pay his expenses to race their prototype 125. Steve opted to take a shot at the factory ride again; after all, who would turn down a works bike? The new prototype Kawasaki was not much better than the old prototype 125, and Wise realized that his career and reputation were going on the line each time the gate dropped. And each time the gate dropped and the Kawasaki labored over it he was looking bad, so he went back to his personal Honda and started to place in the top five every week. He was doing so well on his private Honda that the Honda team began to pay

Sometimes you just have to close your eyes and go for it.

Getting good starts and keeping his wrist fully wicked have made Steve the only successful privateer in the 125 class.

STEVE WISE

some of his expenses, but there was no real factory ride involved.

Bob Hannah's incredible win streak in the 125 class was in full bloom by the middle of the summer of 1976 when Wise came storming off of the starting line with two consecutive holeshots in Maryland to stop the Hurricane. Still, Honda didn't give Steve a works bike after the Maryland victory, so Steve joined Team FMF, and when the season was over he found himself in fourth place overall. Amazingly enough, except for a freak accident at the San Antonio National he would have beaten out both Marty Smith and Danny LaPorte in the standings. But with one lap to go while running third, his rear wheel became tangled in a nylon fence and could not be freed. Scissors had to be used later to get the bike loose. That and a seized motor on a false start that day cost him as much as 47 points.

Riding an FMF 250 Suzuki in the Trans-AMA Support class this year Steve Wise finished seventh overall while riding only half as many races as his competition. Steve was sure that the phone would ring off the wall during the off-season. He is without a doubt the fastest privateer in the 125 class, he is the highest ranked privateer in any class, he is the highest national number (12) without a factory ride and he is the only privateer to have beaten the factories at their own game.

"Luckily I have a neat dad," says Steve, "and he has helped me a lot. I had the best 125 production bike of anybody. I definitely think a privateer can win the Championship and this year will be my year."

But this year the phone didn't ring off the wall and Steve has prepared his own personal CR125 Honda for the Nationals. Moto-X Fox has provided him with a set of Simons

Continued on page 72

IT'S ALL HERE . . . IN THESE FIVE EXCITING TITLES FROM HI-TORQUE.

Cover the dust, dirt, bikes, and everything the TRUE rider needs to know all . . . inside the covers of these Very Special Editions . . .

Detach the order form and

ORDER NOW!

You can order any title individually or all of them.

MX5-7

HI-TORQUE PUBLICATIONS, INC.

P.O. Box 317, Encino, California 91316

Name _____

Address _____

City _____

State _____ Zip _____

Send all 5 titles. I have enclosed $11.50, plus $2.00 postage and handling.

Include check or money order.

Please send only titles I have checked at regular price.

- ☐ How to Win At Racing — $5.00
- ☐ Wrench Manual — $2.00
- ☐ How To Go Fast — $1.50
- ☐ Best of Dirt Bike Tests — $1.50
- ☐ Desert Racing — $1.50

Add 50c postage & handling for each magazine ordered.

LONG-WEARING, COLORFUL

Tank-Tee and Sweatshirts

FOR THE WHOLE FAMILY!

M-253

M-254

M-252

M-247

M-246

M-244

M-98

M-241

M-219

M-245

M-51

M-240

M-248

M-249

M-251

M-243

M-237

M-207

M-250

M-96

M-66

M-270

M-281

M-138

M-180

M-613

M-531

M-111

M-182

268

M-171

L-15

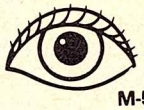
M-137

M-172

M-130

M-534

M-516


M-503

M-280

M-287

M-617

M-286

M-255

M-110

M-535

M-108

M-592

M-170

PLUS PRODUCTS, INC.

All shirts made of 100% Premium Cotton

GET IT ON!

MX5-7

PLUS PRODUCTS, INC.
P.O. Box 14945 Las Vegas, Nevada 89114
SIZES: S—M—L—XL

Tank Shirt Colors: Orange, Yellow, Blue
T-Shirt Colors: White, Red, Yellow
Sweatshirt Colors: Red, Yellow, Blue, White

T-SHIRTS, $4.45 with emblem on front. $5.45 with emblem on both sides. SWEATSHIRTS $5.95. TANK SHIRTS $3.95 with emblem on front. $4.95 with emblem on both sides. Nevada residents add sales tax. Add 50¢ per shirt for postage and handling.

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

BENGT REPL

The engine changes are a special 11:1 piston by Pro-Tec and a reworked cylinder head by C.R. Axtell. At present carburetion is a 34mm Amal. Forks are '77 YZ units but they've also used the Marzocchis and Simon forks with good results.

Soon you too will have the opportunity to race the exact bike Bengt Aberg will campaign in this year's 500 GP season

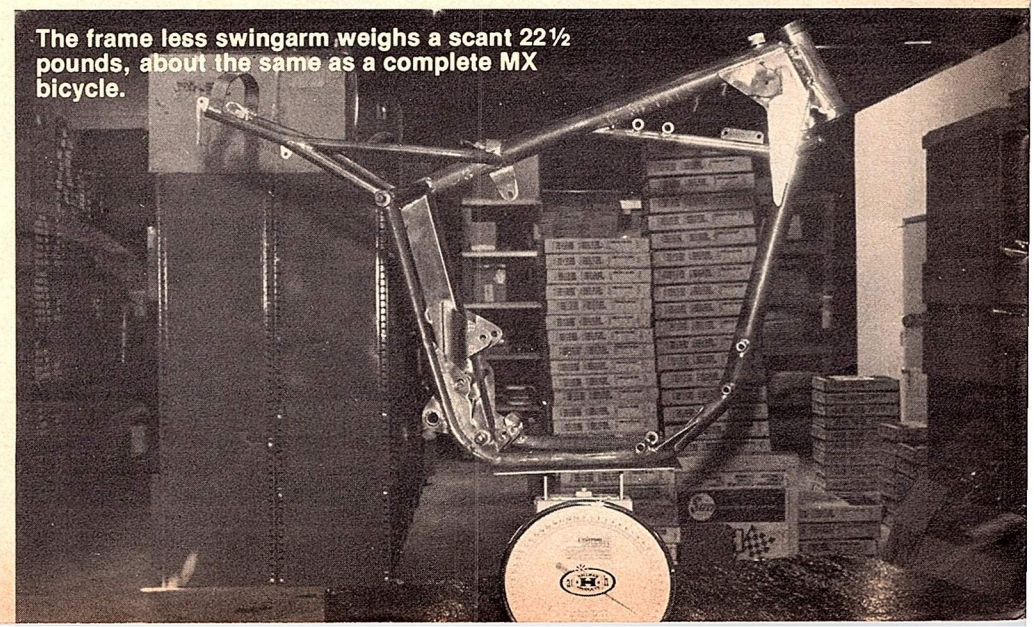
By Dick Miller

□In the March issue of MXA we showed you an exclusive preview of a four-stroke effort which had as its guiding force Torsten Hallman, three-time 250 World Champion, and Staffan Eneqvist, another former Swedish motocross star. Their champion in the quest for a four-stroke Grand Prix effort was to be Bengt Aberg, 500cc World Champion in 1969 and '70.

Some good and some bad has come about since we last reported to you. The good is that the bike has gone through its teething runs with exciting results leading to a final decision on the necessary ingredients for a competitive GP four-stroke. The bad is that Bengt suffered a shoulder injury and is still in the recuperative stage as the GP season is barely days away. Preliminary reports have shown Bengt leading several of the prestigious international events early in the motos and then slowing because of his physical condition. As the 500 GP season gets under way only time will tell the outcome of this ambitious project, but if anything is to be said or done in the 500 GP class, this is the year to do it. It is undoubtedly one of the finest and most competitive fields ever assembled for a World Championship, and the winner will be the unquestionable king of the hill.

Sten Lundin, another World Champion (1961), is the chief engineer for the Hallman-Eneqvist project, and his experience with four-stroke engines is extensive. The initial prototype was a hodgepodge of parts — mostly Husqvarna and Yamaha — with the power unit being the 500cc Yamaha single overhead cam engine. Now that the testing is completed, the go-ahead was given to start producing exact replicas of the bike which Aberg will be campaigning in the 500 GPs this year. Lars Larsson of Torsten Hallman Racing is now in the process of assembling the first replica and will have units available by the time you read this.

If you already own a TT500 Yamaha, then you're way ahead of the game — since most of the original components can be used, with the engine being the most important ingredient. Pro-Fab will be building the chrome moly frames and alloy swingarms to Hallman Racing's specs. A C.R. Axtell-designed cylinder head is the single

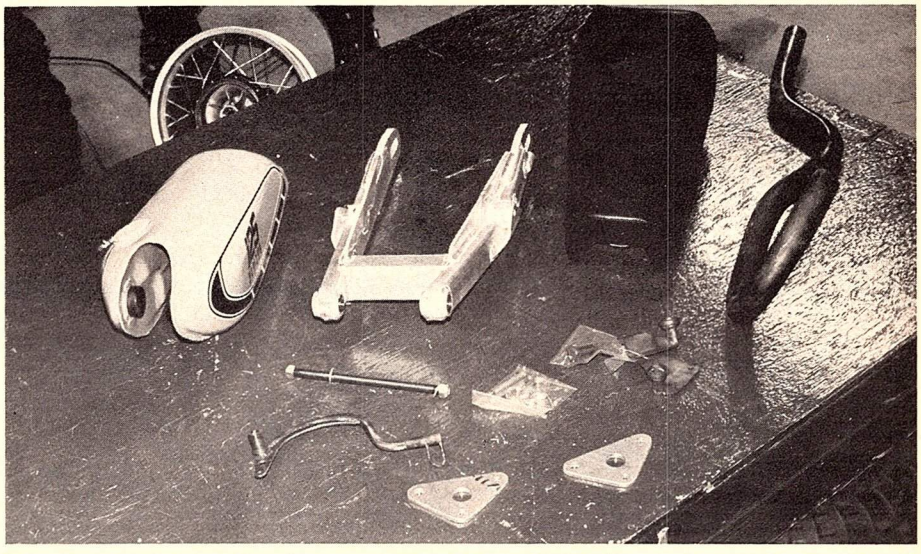


The frame less swingarm weighs a scant 22½ pounds, about the same as a complete MX bicycle.

ABERG LICA

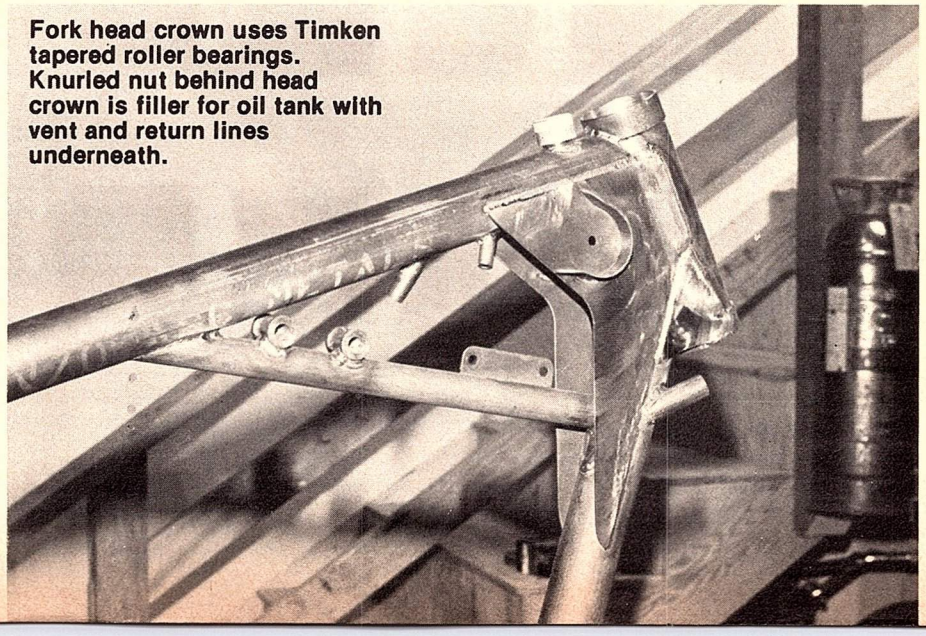
Hallman and Eneqvist, the Swedish importers of the Yamaha, are using the TT500 as the foundation for Bengt Aberg's GP bike. The frame and swingarm are being built by Pro-Fab here in the States. Rear wheel uses 17-inch Sun rim with 5.00x17 Trelleborg tire.

most major change to the power-plant. Figuring the cost of a TT500 Yamaha into the price, Lars thinks the completed bike, identical to what Aberg will be racing, will cost around $3000. Finalized figures and costs will be in our next report when we get to ride and race the completed replica. If you're intrigued already, then you'd better start looking for a TT500 or engine so you'll be ready when we give you the final scoop. During the interim, a phone call to Torsten Hallman Racing can answer any questions on their progress. Torsten Hallman Racing Inc., 1300 Hill Street, El Cajon, California 92020; (714) 442-0431.



Gas tank and seat are from a 125 Yamaha. Pipe and needle-bearinged swingarm are built by Pro-Fab. Swingarm pivot shaft is late Husqvarna. Special brake lever and engine mounts are also by Pro-Fab.

Top frame tube and rear downtube are used as the oil tank. Standard Yamaha footpeg mounts are used.



Fork head crown uses Timken tapered roller bearings. Knurled nut behind head crown is filler for oil tank with vent and return lines underneath.

Technology

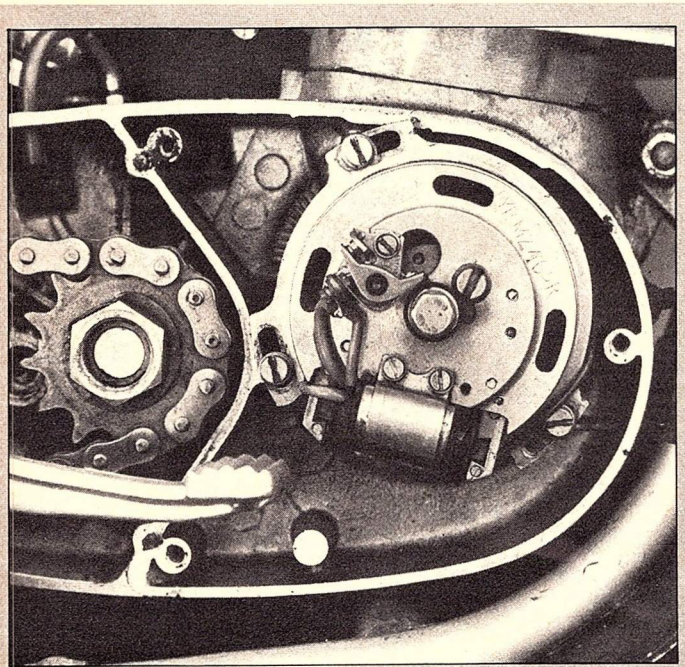
CDI For Maicos

Preparing your Maico for the MX Championships of Atlantis

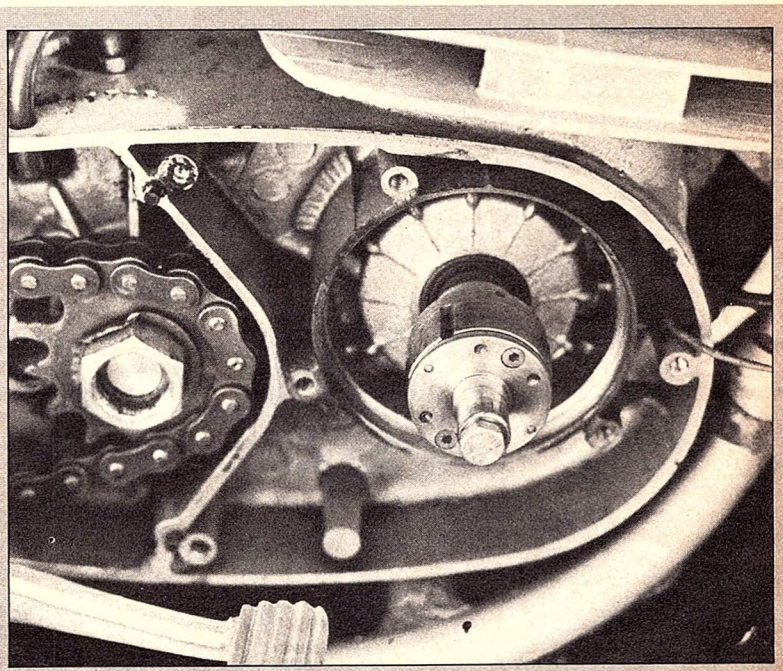
By Warner W. Riley

☐Those of us who own Maicos have learned to live with several basic problems. One of these is the ease with which the standard downpipe becomes dented, the other is the required weekly ritual concerning the ignition system. If not properly maintained, a Maico ignition system (points-timing-spark plug) will bless its owner with hard starting and poor performance. Well, help is on the way!

Aaen Engineering is a small and very intense company that specializes in improving MX bikes in general and Maicos in particular. They started out manufacturing a floating rear brake kit and an up-pipe for both the early and AW Maicos. Both of these items really work, and inspired by their success in these areas, they are introducing a bolt-on CDI ignition system. The system they will be using is a Kroeber ignition, which is a highly respected CDI system with a long and successful track record in European GP road racing. The Kroeber features a low-inertia rotor which matches up quite well with the needs of the Maico crankshaft. The Kroeber uses a charging coil to "load" the magic box and a triggering coil to fire a dual-output high-tension coil. Both spark plugs are then fired together with over 30,000 volts to each plug. Stock is



This is what the standard Maico ignition system looks like after removal of the right side points cover. If you've owned a Maico for longer than two weeks, this is already a familiar sight.

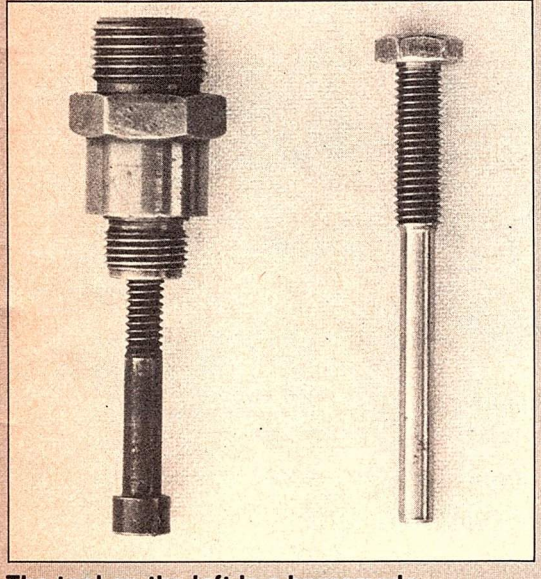


The standard ignition backing plate can be removed, which exposes the ignition rotor, after unscrewing the three slotted bolts. The rotor fits onto a tapered shaft and is accurately positioned through the use of a set screw with a through-bolt being used to properly secure the rotor onto the tapered shaft.

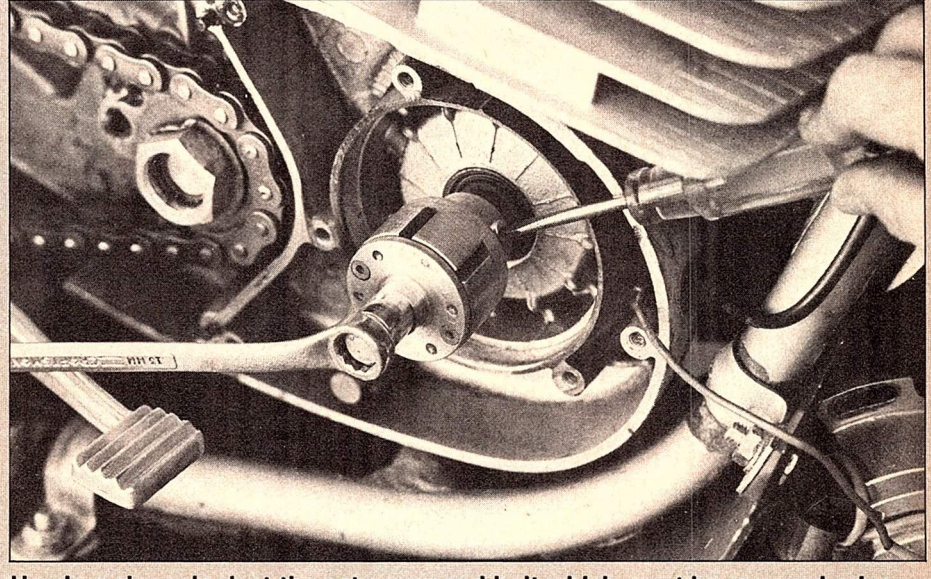
about 15,000 volts to one plug. Even at cranking speeds, a firing voltage of 30,000 volts is reached. This results in super starting and the ability to run richer mixtures for improved power and cooler running. It also means that if one plug should bridge due to dirt particles, the bike will keep on running. This alone could be the difference between a trophy or a DNF! Another advantage to firing both plugs with the increased voltage is the improvement in low-end performance with absolutely no missing or electrical breakdown on the top end. In effect, the powerband has been spread even wider from as low as 2000 rpm on up to nearly 9500 rpm. It should be noted that these figures are for a late-model wedge-cylinder 250 which has been fitted with an Aaen Engineering up-pipe.

As added proof of the benefits of a truly effective ignition system, it is necessary to retard the timing .38mm from where it would normally be set. This also helps startability along with reducing the infamous Maico "kickback." Ouch! Gone is the old problem of moisture collecting on the inside of the points cover, which always caused hard starting and/or a non-running engine.

You can now spend your time



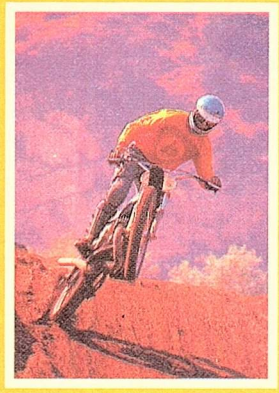
The tool on the left is a homemade "positive stop" which when inserted into the spark plug hole prevents the piston from going over T.D.C. It is used to enable a wrench to loosen and tighten the 13mm bolt which holds the rotor in place. The tool on the right is a Maico puller for the magneto rotor.



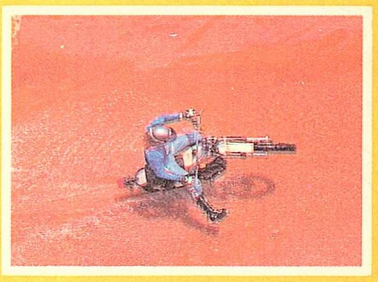
Here's a closer look at the set screw and bolt which must be removed prior to using the Maico rotor pulling tool. Be sure to retain both of these stock parts (through-bolt and set screw), as they will be used again during installation of the Kroeber CDI. It's at this point that the "positive stop" tool has been installed into the spark plug hole to prevent a full rotation of the crankshaft. Be sure to ease the piston up against the "positive stop" to avoid any damage to the piston and/or rod set.

HERE'S A SUPER WAY TO COVER THE CRACKS, FINGERPRINTS AND GRAFFITI ON YOUR WALLS . . .

SUPER TRICK-ACTION COLOR POSTERS



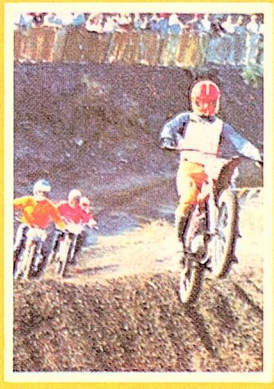
10. JIM CONNOLLY, 250 BULTACO PURSANG



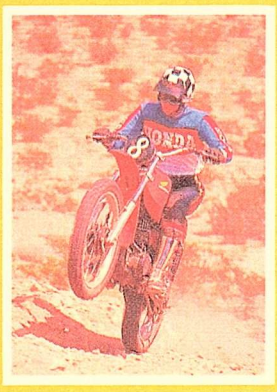
9. GEORGE WEGNER, CAN-AM 175

☆ FOUR NEW ALL-ACTION COLOR POSTERS

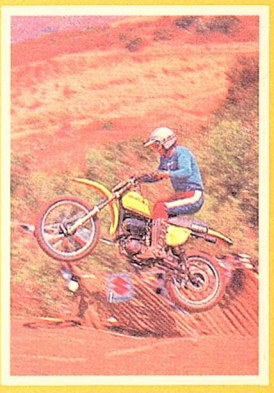
1. FIRST ISSUE OF DIRT BIKE



2. ACTION AT INTER-AM

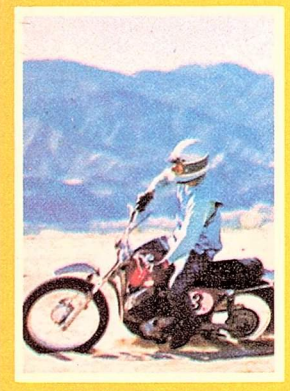


11. AL BAKER ON A 250 HONDA



12. GUNNAR LINDSTROM ON A SUZUKI

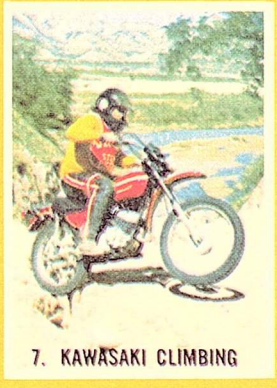
Got a 17x22-inch fingerprint on your wall? Cover it up with one of these Super-Trick Action Color Posters! They make any room look really neat. Only $2.50 (plus 50 cents postage and handling). If your color scheme is Divine Dirt, order any four for $7.50 (plus $1.00 postage and handling) and really blow your mind! Postage will be paid on all orders over four.



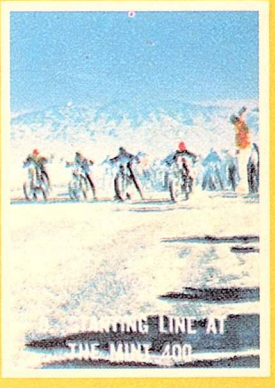
3. JIM CONNOLLY INDIAN DUNES

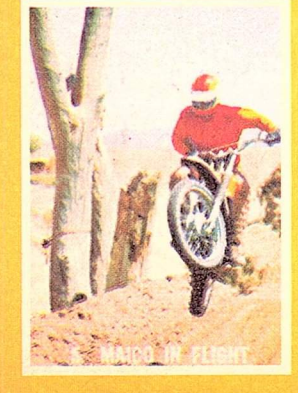
4. JUNIOR ACTION

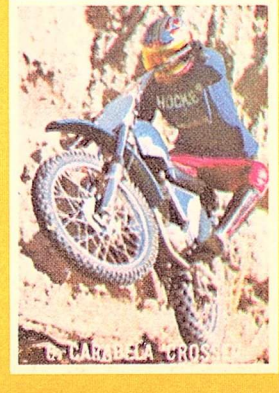
Use the coupon below — **ORDER NOW!**



7. KAWASAKI CLIMBING







PLUS PRODUCTS, INC. MX5-7
P.O. Box 14945, Las Vegas, Nevada 89114

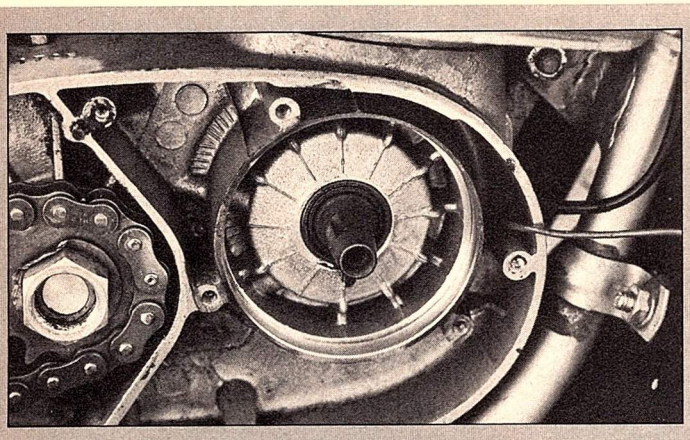
Enclosed is check or money order for $_____
Poster No. 1☐ 2☐ 3☐ 4☐ 5☐ 6☐ 7☐ 8☐ 9☐ 10☐ 11☐ 12☐
$2.50 each plus $.50 postage and handling; $7.50 any four plus $1.00 postage and handling.

Name_____
Address_____
City_____
State_____ Zip_____

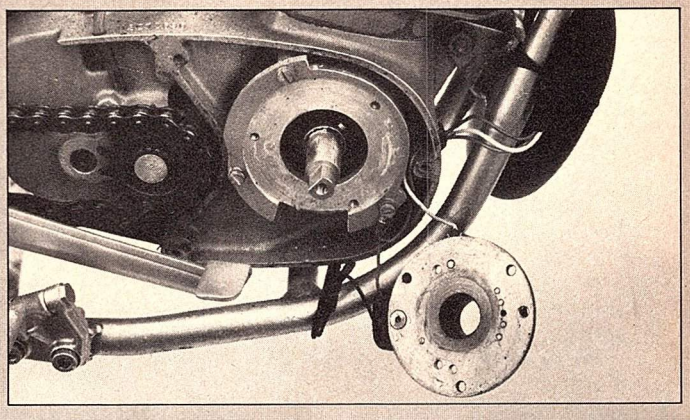
CDI For Maicos

riding and becoming a better racer instead of twisting wrenches. Let's face it: Maico is one of the very few MX bikes that does not have CDI ignition as standard equipment, and even though it's a good system when set up properly, it can make you crazy when it gets out of adjustment or a little wet. The time has come to get with the latest, and that is a CDI.

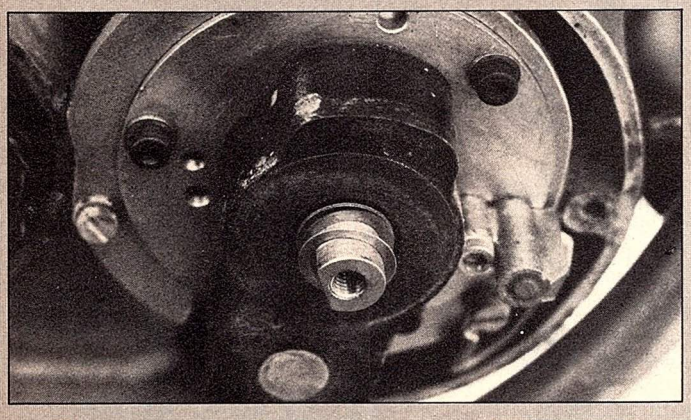
Here's where you can get what your Maico needs: Aaen Engineering, 1266 N. Sheridan Road, Kenosha, Wisconsin 53140; (414) 552-8981.



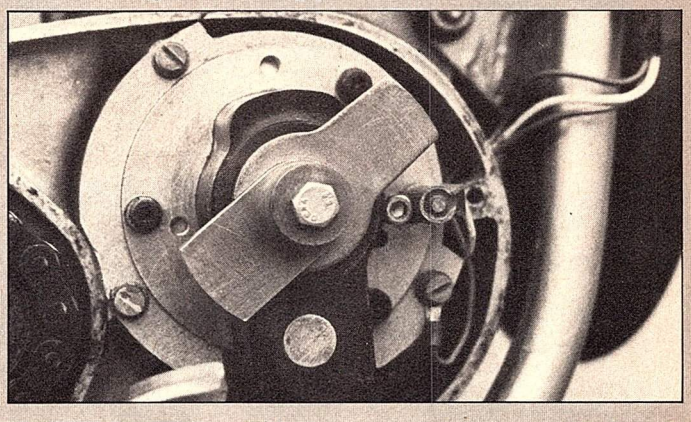
Tapered right side shaft shows keyway where set screw goes and internal threads which are used for through-bolt and Maico puller.



Center of photo shows installed Kroeber adapter (machined by Aaen Engineering) which has been slid onto the tapered shaft and had the set screw installed. Next to be installed is the new backing plate which uses the three original backing plate screws and washers.



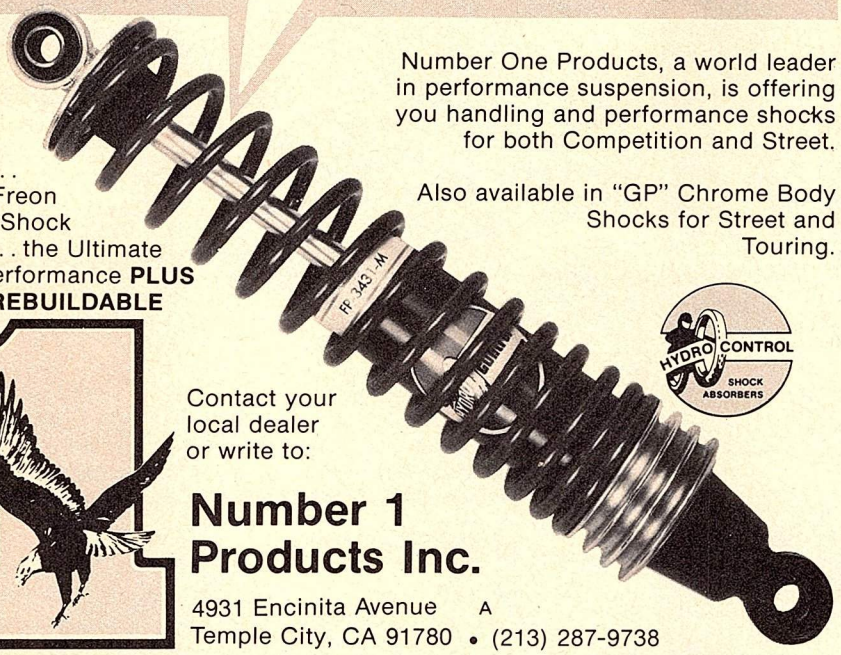
Three socket head cap screws are used to attach the actual Kroeber CDI ignition unit to the backing plate. Note the placement of several shims on the exposed end of the adapter. These are used to properly shim the rotor away from the charging and trigger coils. Because of how powerful the Kroeber magnet is, a brass feeler gauge (non-magnetic) must be used to measure this air gap. Once set, this gap remains constant and should never require adjustment.



This is a completely assembled and ready to go unit. A two-piece rotor is used with one part being steel and one part being brass. The steel rotor actually does the charging and triggering functions while the brass rotor is non-magnetic and only acts as a counterweight for balance purposes.

To properly time a CDI-equipped Maico it is necessary to properly position the piston the correct amount before T.D.C. through the use of a dial indicator. The trigger coil and/or the steel rotor's leading edge are then adjusted to the proper position. The neat part is that once set, it's done and does not have to be redone every week as with the standard ignition.

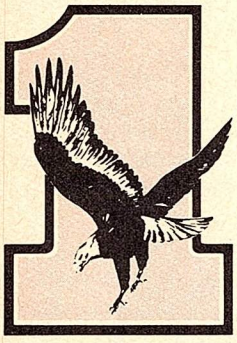
Look
I'm Performance



Number One Products, a world leader in performance suspension, is offering you handling and performance shocks for both Competition and Street.

Also available in "GP" Chrome Body Shocks for Street and Touring.

I'm . . .
the Freon
Gas Shock
I'm . . . the Ultimate
in Performance **PLUS**
I'm **REBUILDABLE**



Contact your local dealer or write to:

Number 1 Products Inc.

4931 Encinita Avenue A
Temple City, CA 91780 • (213) 287-9738

Circle 12 on page 73

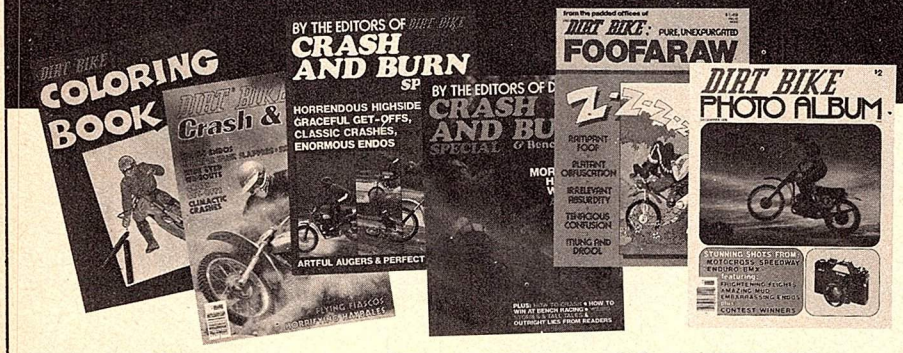
WINGNUT

Continued from page 15

factory salary it may seem easy to him because he has been spoiled. Now, just give him another couple of years and ask him if it's "easy money." If you're not finishing in the top ten, chances are you're not on a factory salary and you're only getting a few of your expenses paid by a bunch of co-sponsors. If you're finishing in the first 20 at a National AMA or Trans-AMA event, you're a damn fast rider, but you're just barely making it from race to race. A rider not finishing in the first ten spots should be respected as much as, if not more than one who does. He's trying much, much harder than the spoiled factory rider.

In your case, in regard to competing on a three-year-old race machine, your friends are right in a way. The 1977 models put out more horsepower, more travel and a better ride. But, it's not futile to race your Elsinore, because you have to learn on something. If you have the talent to be a champ, I would say you still could win the beginner class on your Honda. Just keep thinking positive.

IT'S ALL HERE . . .


DIRT BIKE COLORING BOOK
BY THE EDITORS OF DIRT BIKE CRASH AND BURN SP
HORRENDOUS HIGHSIDE
GRACEFUL GET-OFFS,
CLASSIC CRASHES,
ENORMOUS ENDOS
ARTFUL AUGERS & PERFECT
BY THE EDITORS OF D
CRASH AND BU
SPECIAL
from the padded offices of DIRT BIKE: PURE, UNEXPURGATED FOOFARAW
DIRT BIKE PHOTO ALBUM
STUNNING SHOTS FROM MOTOCROSS, SPEEDWAY, ENDURO, JUMP featuring FRIGHTENING HEIGHTS, AMAZING MUD, EMBARRASSING RIDES, CONTEST WINNERS

THE SPEED, DUST, DANGER, THRILLS AND SUSPENSE . . . Heated rivalries, memorable personalities, exciting races, and colorful fun-filled pages offer a grand tour of the motorcycle world.

Truly Collector's Items
ORDER NOW!

HI-TORQUE PUBLICATIONS, INC. MX5-7

P.O. Box 317, Encino, California 91316
Detach this order form and send for the titles you have missed. Send all 6 titles. I have enclosed $9.49. Plus $2.00 postage and handling. Please enclose check or money order.

Name _____
Address _____
City _____
State _____ Zip _____

Please send only magazines checked at regular price.

- ☐ Crash & Burn #14 — $1.50
- ☐ Crash & Burn Feb. 76 — $1.50
- ☐ Crash & Burn July 76 — $1.50
- ☐ Coloring Book — $1.50
- ☐ Foofaraw — $1.49
- ☐ DB Photo Album 1976 — $2.00

Enclose 50c postage & handling for each magazine ordered.

We're Fighting for Your Life

We're the American Heart Association. We're fighting the number one cause of death in this country: heart disease and stroke.

We fight with the support of 1,400 scientific investigators searching to find earlier detection and better methods of treatment and prevention. We also fight by delivering new medical knowledge to doctors and nurses for the benefit of their patients. We fight with knowledge, telling you what you need to know to stay healthy. And by sponsoring thousands of community programs from coast to coast.

When the Heart Association volunteer asks for your contribution, think of what we're fighting.

We need your help.

Please give generously to the American Heart Association

WE'RE FIGHTING FOR YOUR LIFE

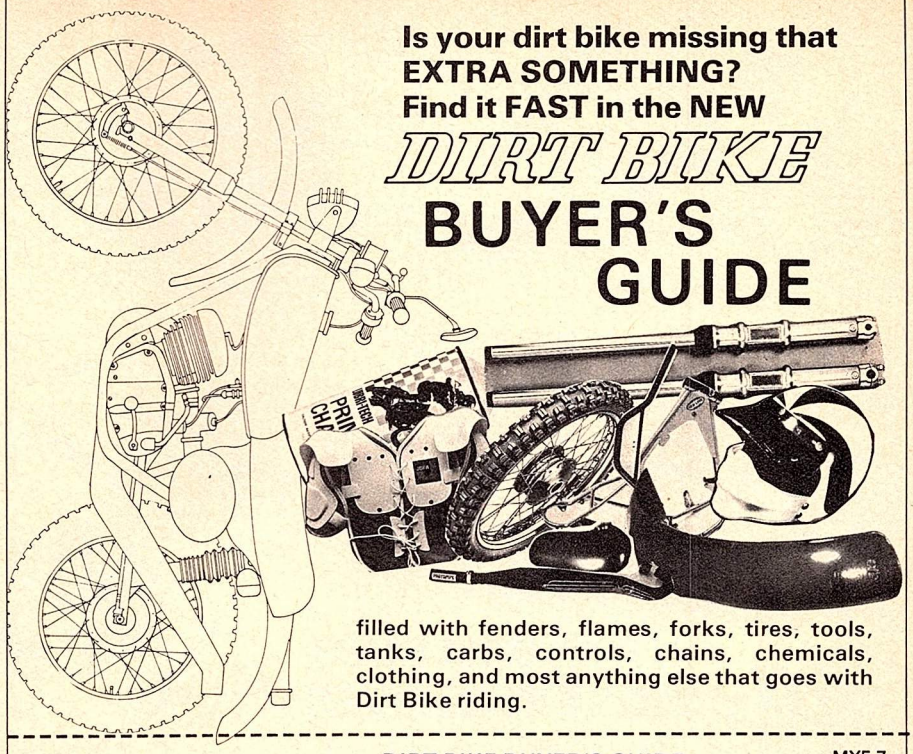
MAINJET

Continued from page 7

15-year-olds do more with a bike and do it for fun! I sure wish he'd take up some other kind of transportation, because it's getting to be embarrassing, besides being ridiculous. CBS took quite a ribbing from the other networks on the whole Evel affair, and NBC, after laughingly showing the highlights, reported that Evel got a half-million for the stunt even though he screwed up before the program aired. I guess I shouldn't be rapping him, since I let a truck break all my bones and I didn't get a nickel for it!

There were some good things on TV during my convalescence, such as the Carlsbad GP on Wide World, although I think they've done better coverage in the past. As usual it was aired about six months after the event. Ice racing with speedway bikes in Europe was well done; I think it was on CBS. Good motorcycle coverage is still sadly lacking, which never ceases to amaze me, since if nothing else it is very entertaining to watch even for those who don't like the sport.

One of the two ripoffs of the year belongs to ABC's Wide World for showing a desert race which was over ten years old (J.N. Roberts won), and letting the viewers believe it was almost live. The second ripoff was the gawdawful TV movie "Pray For The Wildcats" with Andy Griffith and Marjoe Gortner starring. It was about four business types on a dirt bike adventure into Baja who get drunk, rape and pillage, etc. You know, all the things that most dirt bikers do. It was so ridiculous and disgusting that I almost broke the TV by throwing the remote control through the picture tube . . . Sorry, Preston!



Is your dirt bike missing that EXTRA SOMETHING?
Find it FAST in the NEW
DIRT BIKE
BUYER'S GUIDE

filled with fenders, flames, forks, tires, tools, tanks, carbs, controls, chains, chemicals, clothing, and most anything else that goes with Dirt Bike riding.

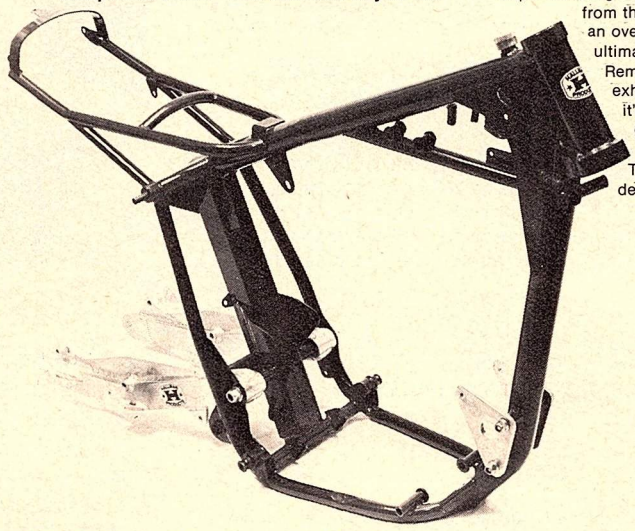
ORDER TODAY!
Only $2.00
plus $.50 postage and handling for each copy ordered. Make checks payable to HI-TORQUE PUBLICATIONS.

DIRT BIKE BUYER'S GUIDE MX5-7
P.O. Box 317 Encino, CA 91316
Name_____
Address_____
City _____
State _____ Zip _____

CONFIDENTIALLY BENGT'S BEEN FRAMED

But, he has a good chance of winning his third world championship on an exceptional frame - now available to you too!

That's right! Bengt Aberg has been signed to ride for the 500 cc MX World Championship by Hallman/Enequist — and, he's going to do it on a Yamaha with a superbly engineered chrome moly frame designed by former world champion, Sten Lundin. And it's manufactured in America. Here's good news . . . the frame is available to you for your four-stroke single, exclusively through Torsten Hallman Racing, Inc.
Super handling — super light frame all the way from the aluminum swing arm to an overall design that delivers the ultimate in performance.
Remember, it's been tested exhaustively in Sweden, and it's ready for the world championship and you.
Check details at your Torsten Hallman dealer today.



Torsten Hallman racing inc.
WEST/1300 Hill Street, El Cajon, California 92020 (714) 442-0431
EAST/440 Belden Avenue, Addison, Illinois 60101 (312) 543-5247
NORTHEAST/9147 Red Branch Road, Columbia, Maryland 21045 (301) 992-9595

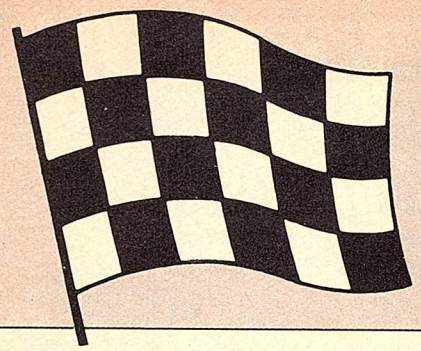
Circle 13 on page 73

Bell - FMF - Moto-X Fox - Jofa - JT Petty - Tires - K&N Leathers - DG
Top MFG's Products. Best Prices & Service. Low Budget Hop-Ups.
Moto-X Specialists, P.O. Box 2084, Goleta, CA 93018
Hi-Point - Boots - Bel-Ray - Porting - S&W - Scott
Crotch Rocket Factory Catalog $1.00

Circle 16 on page 73

BULTACO*ROKON*HODAKA*CZ
MONTESA CAN-AM
PARTS * ACCESSORIES
Laidig's 364 S. Arlington Street
Akron, Ohio 44306 (216) 253-7455
Send $1.00 for Our Trick Rokon Accessories Catalogue **U.P.S. Mail Order Daily**

Circle 15 on page 73



Be a Winner with Outstanding Cycle Accessories from PLUS PRODUCTS, INC.

FLYWHEEL PULLERS
GUARANTEED UNBREAKABLE

A flywheel puller—guaranteed for life—with a heat-treated center bolt. Order yours today and never be plagued with breakage again.

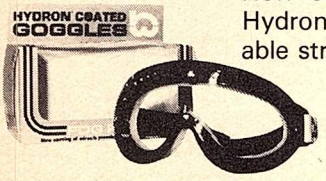
$8.95

LONG-WEARING PIGSKIN GLOVES

Extruded rubber knuckle and thumb protection. Seamless thumb for comfort. Sandstone color. Sizes small, medium, large and X-large.

$6.95 PR

HYDRON-COATED GOGGLES



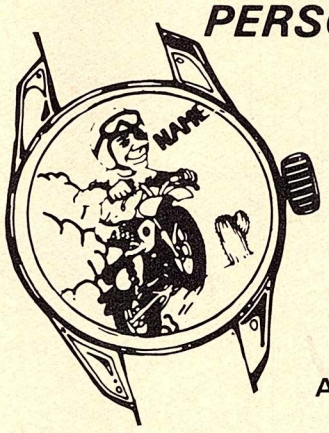
New coating of Miracle Plastic Hydron prevents fogging. Adjustable strap fits everyone.

No. 70 $6.95
No. 90 $9.95
(wide angle)

STICKIES

Now you can show 'em where the action is! Put your Dirt Bike or Motocross Stickie on your gas tank, helmet or any unusual place that will make you stand out. Both stickies are 3-5/8x2-7/8". **Only a mere 25 cents each, five for a buck, 1,000 for $250, 10,000 for?**

PERSONALIZED WATCH



Your face hand painted on the dial. Send black and white or color photo.

WHAT A SUPER GIFT IDEA!

DIAL SHOWN ACTUAL SIZE
ALLOW 4 WEEKS FOR DELIVERY

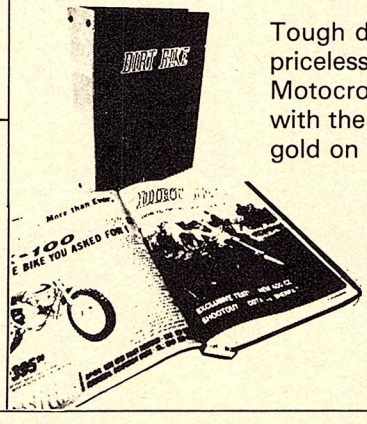
Have your caricature with your type of bike on a sturdy watch. Eight illustrations to choose from.

A. 1 yr. service warranty. **$19.95**

B. 17 jewel shock and water resistant. Gold tone case with stainless steel back. Two-year service warranty. **$39.95**

C. 17 jewel self-winding, shock and water resistant. Silver tone case with stainless steel back. Two-year service warranty. **$44.95**

get it together binder



Tough durable binders for those dog-eared, priceless old back issues of Dirt Bike and Motocross Action Magazines. A rich finish with the name of the magazine embossed in gold on the front and on the spine.

ORDER YOURS TODAY . . . DIRT BIKE and MOTOCROSS ACTION MAGAZINE BINDERS, very impressive on your desk or in your bookcase.

ORDER NOW! $6.45 each

PLUS PRODUCTS, INC. P.O. Box 14945 Las Vegas, Nevada 89114 MX5-7

BE SURE TO INCLUDE ALL NECESSARY INFORMATION AND TO ENCLOSE CORRECT AMOUNT OF MONEY. Nevada residents add Sales Tax

*NAME*_____

*ADDRESS*_____

*CITY*_____ *STATE*_____ *ZIP*_____

POSTERS
☐ $1.50 each plus 50¢ for postage and handling
☐ $5.00 for –4– plus 50¢ for postage and handling

BINDERS ☐
☐ DIRT BIKE
☐ MOTOCROSS ACTION
$6.45 plus $1.00 postage for each binder ordered.

GOGGLES ☐
☐ #70 $6.95
☐ #90 (wide angle) $9.95
$1.00 for postage and handling.

PIGSKIN GLOVES ☐
Indicate quantity
_____ pair(s) and size(s)_____
$6.95 plus 50¢ postage and handling for each pair ordered.

STICKIES ☐ 25¢ each, 5 for a buck.
☐ DIRT BIKE
☐ MOTOCROSS ACTION

WATCH ☐ Include Photo
Indicate: Hair Color _____ Eye Color _____
Name on Watch _____ Complexion _____

☐ DESERT RACER ☐ CHOPPER
☐ MX ☐ DRAG RACER
☐ ENDURO BIKE ☐ STREET BIKE
☐ MINI BIKE ☐ CAFE RACER

A. $19.95 _____ Watch(es)
B. $39.95 _____ Watch(es)
C. $44.95 _____ Watch(es)

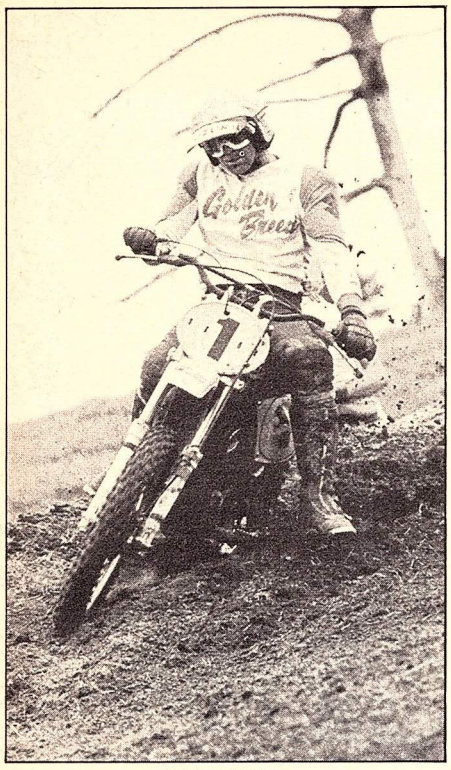
Add $1.00 for postage and handling for each watch ordered. Be sure to indicate how many watches and the bike desired on the dial.

FLYWHEEL PULLER $8.95 plus 50¢ postage and handling.
Model _____ Year _____

☐ Yamaha ☐ Hodaka ☐ Puch ☐ Sachs
☐ Suzuki ☐ Ossa ☐ DKW ☐ Bultaco
☐ Husky ☐ Penton

DIRT

Continued from page 18



KIWI KING

Ivan Miller is the new New Zealand National Motocross Champion. Miller spent several years on the European circuit before returning to his native New Zealand to beat reigning champion Paul Harrison in the final round at Paekakariki. Harrison is from Great Britain, and is the Pierre Karsmakers of New Zealand. In America we passed a law to stop foreigners from coming to win our National titles. They just let Ivan Miller pass Harrison to stop him.

* * * *

BELGIAN EASTER SERIES

Sketchy reports from the big Easter weekend 250/500 double-header have Harry Everts winning the 250 class with Heikki Mikkola and Roger DeCoster splitting victories in the 500 class. Bad Brad Lackey finished second in both motos of the 500 class. The Easter Series is a two-day, two-class moto bash for all the stars before the GP season starts.

Continued on page 69

Learn at Home! Be a **Motorcycle Mechanic**

SEND FOR FREE FACTS! • Make good money in cycle shop or start home business. Learn motorcycle repair for only a few dollars a month.

Name _____ Age ____

Address _____

City _____ State _____ Zip _____

NORTH AMERICAN SCHOOL OF MOTORCYCLE REPAIR
4500 Campus Dr., Dept. FEO67, Newport Beach, CA 92663

Circle 17 on page 73

MOTOCROSS ACTION MAGAZINE

BACK ISSUES

July 73	Pierre Karsmakers	Jan. '75	Elsinore Fork Kit
Aug. 73	How to Learn MX	Feb. '75	Magnetic Inspection
Sept. 73	Maico 450	March '75	FMF Porting
Oct. 73	GP Riders	April '75	SUDCO Carb Kit
Nov. 73	Yamaha YZ	May '75	Dallas Super Cross
Dec. 73	Marty Tripes Wonderboy	June '75	Florida Series
		July '75	Be a Motorcycle Mechanic
Jan. 74	Grand Prix	Aug. '75	Convert TM Suzuki
Feb. 74	Montana MX	Sept. '75	Adjust your Chain
Mar. 74	Biggest Race	Oct. '75	Skunk Works Suspension
April 74	Combat Wombat	Nov. '75	MX Superbowl
May 74	The Sang Gang Takes Over	Dec. '75	World and Nat. MX Champions
Aug. 74	DeCoster Interview		
Sept. 74	Yamaha Moto Shock	Jan. '76	Shot-Peening
Oct. 74	Czech Nabs Super Bowl	Feb. '76	Trans-Ama
Nov. 74	DeCoster at U.S.G.P.	March '76	ROY Marty Smith
Dec. 74	125 World Cup	April '76	Convert Old Husky
		May '76	Trans-Ama

Circle desired issues. Enclose $1.00 plus 50 cents postage and handling for each copy ordered.

Hi-Torque Publications
Back Issues Dept.
P.O. Box 317, Encino, CA 91316

Enclose entire ad

NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____

THE ULTIMATE SHOCK ABSORBER

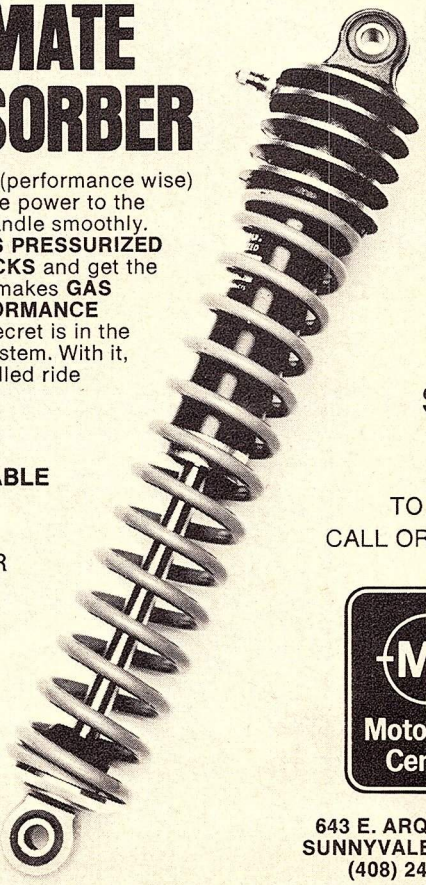
There are 2 things you look for (performance wise) in a shock absorber; Getting the power to the ground, and making the bike handle smoothly. Bolt on a set of the all new **GAS PRESSURIZED WORKS PERFORMANCE SHOCKS** and get the ultimate in performance. What makes **GAS PRESSURIZED WORKS PERFORMANCE SHOCKS** work so good? The secret is in the patented progressive valving system. With it, you get a smooth, super controlled ride over the roughest terrain.

CHECK THESE FEATURES:

- **GAS PRESSURIZED**
- **COMPLETELY REBUILDABLE**
- **90 DAY WARRANTY**
- **LONG SHAFT TRAVEL**

SPECIALLY DESIGNED FOR THE FOLLOWING BIKES:

SUZUKI RM A, B
MAICO AW, RED FRAME
KTM MINT, MC-5
HUSQVARNA CR, GP
LONG TRAVEL CZ
HONDA CR 125, 250 M1, M2
YAMAHA TT, XT 500
BULTACO MARK 9
DEALER INQUIRY INVITED



$139.95

TO ORDER, CALL OR WRITE:

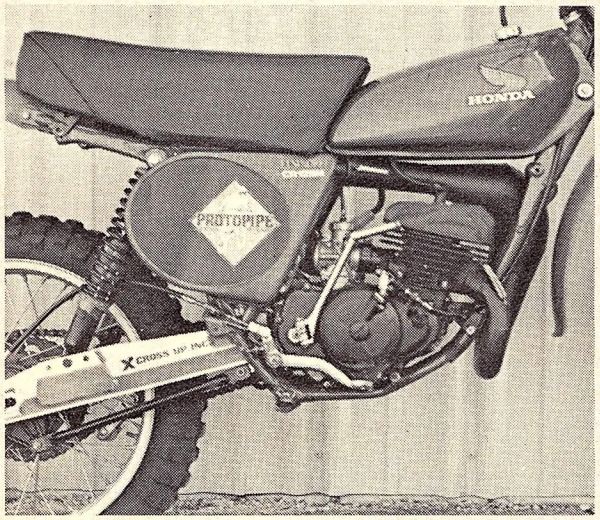
MX Motocross Center

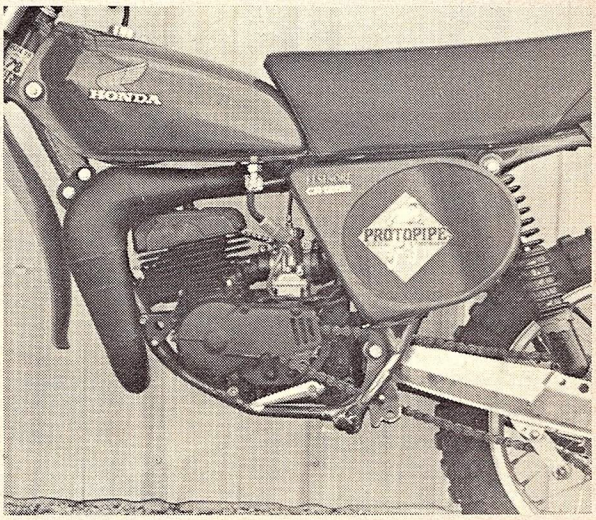
643 E. ARQUES AVE.
SUNNYVALE, CA 94086
(408) 245-6060

Circle 18 on page 73

PROTOPIPE™
EXHAUST SYSTEMS

ALL NEW!





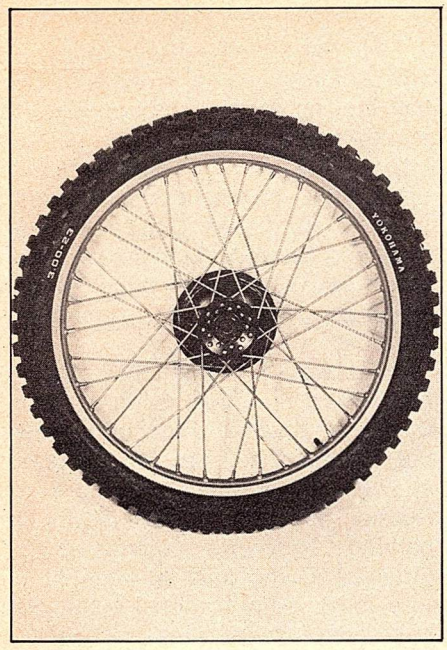
CROSS-THRU "PRO" PIPE for HONDA CR125

Protopipe has now available the most advanced exhaust systems offered anywhere. We've just designed a special model CR125 pipe incorporating all of the latest in expansion chamber technology. This PROTOPIPE™ features a tapered headpipe (long recognized as the best way to draw maximum power from a racing engine), a unique triple staged diffuser cone and our exclusive O-ring sealed exhaust flange. Our "PRO" model produces the kind of power expert riders have long been looking for, but never got, out of an up-pipe. Easily installed and fully guaranteed, it's available now through your dealer or directly from us! (for '76 & '77 models only)

HONDA CR125 "PRO" Part No. HPP 77 . . . **$74.95**

100 CRISTICH LANE • CAMPBELL, CA 95008 • (408) 371-3336

Circle 19 on page 73



TWENTY-THREE SKIDDOO

The 23-inch front motocross wheel is upon us. D.I.D. has gone into manufacturing the rims to fit the new Yokohama 23-inch tire. Retail price for the rims will be about $48.50 and they are available in a WM-1 or WM-2. Yamaha teamster Broc Glover used one in the Florida Winter-Series and DG Southern California racer Mike Bell has switched entirely to 23-inch mounted machinery. It is perfect for missing holes up to and including 23 inches in diameter.

* * * *

THE GREAT LARS PREDICTS

Lars Larsson, the great Swedish prognosticator, predicts that the top three riders in the 500cc GPs at the end of the season will be DeCoster, Graham Noyce and Bengt Aberg. But he won't say in what order.

The MXA crew predicts that Guenady Moiseev will win the 250 World Championship and that Bad Brad will make the top three in the 500 standings this year.

* * * *

KIEFFER MISSED

A tragic automobile accident in Italy took the life of Bel-Ray oil head Kurt Kieffer and Oklahoma road racer Randy Cleek. Kurt was one of the nicest guys on the National motocross circuit and will be greatly missed. Under Kieffer Bel-Ray had built up the strongest contingent of sponsored riders ever signed to one oil company.

HERE'S WHY NOT

Why isn't motocross in the Olympics? Because the majority of the countries subscribing to the Olympic Committee must apply to have motocross admitted. To apply there must be a completely amateur national organization running the sport in each of the countries. The United States does not have a completely amateur organization running motocross because it is a professional sport.

G-P SEAT KIT

___Quantity

Make_____ Model_____
Year_____

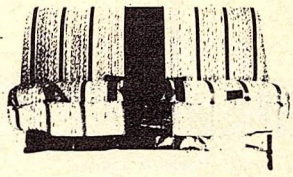
___Hondas also available in red trim and lettering

Compare these features:

- **ADJUSTABILITY** - 3 Height adjustments are made possible by two pieces of PRESHAPED virgin foam.
- **BRAND NAME** - of your bike is printed across the back of the seat.
- **H-D CONSTRUCTION** - 1st quality upholstery assembled with an industrial machine and thread.
- **SOFTER RIDE** - increases rider's endurance.

$16.95 - makes this seat by far the best buy.
Available for most '71-'77 Jap M-Xers.

BLANKET SEAT COVER



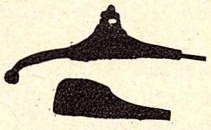
___Quantity

Red ___
Blue ___
Green ___
Brown ___
Black ___

$29.95

Cover those old seats with this attractive machine washable cover. Or, protect that new seat from mud and grime. The two pockets provide plenty of convenient storage space. The blankets used allow your seat to be cool in the summer sun and warm in the winter. Seat belt holes included.

LEVER COVERS $3.95



___Quantity

Red ___ Orange ___
Blue ___ Black ___
Green ___

Protect those cables from mud and dust. These covers conform nicely at any lever position. Made in colorful machine washable neopreme rubber.

DEALER & DIST. INQUIRIES INVITED

As an introductory offer
WE PAY ALL FREIGHT CHARGES
NO C.O.D. ORDERS
Indiana residents add 4% Sales Tax

Send check or money order to:
CYCLE FABRICS
6350 Johnson Rd.
Indianapolis, Indiana 46220

NAME_____
ADDRESS_____
CITY_____
STATE_____
ZIP_____

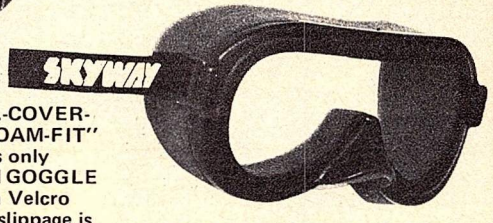
Circle 20 on page 73

DOUBLE PROTECTION from rocks and dirt!

A one-piece, lightweight, goggle-shield for better comfort and protection!

ENJOY YOUR RIDE without breathing in dirt and dust with SKYWAY's "FOAM-FIT FACE MATE . . . a one-piece, single lens goggle and face shield. Injection molded frame is strong, yet LIGHTWEIGHT . . . weighs only 2oz. Reticulated foam attached in face shield with Velcro straps, filters the air you breathe, and is easily removable for cleaning with mild soap and water.

FOAM-FIT FACE MATE



FOR THOSE WHO WEAR FULL-COVERAGE HELMETS, SKYWAY's "FOAM-FIT" GOGGLE is the answer. It weighs only 1.2 oz. Both the FACE MATE and GOGGLE mount easily to your helmet with Velcro pressure-sensitive material. Strap slippage is finally eliminated. They snug up tight, no matter what the shape of your face. Both are perfect for eyeglass wearers! Why pay extra $$$ for custom prescription lens-goggles? Both come with two clear lenses (also available with smoked and polarized lenses.)

SUGGESTED LIST PRICE

FOAM-FIT FACE MATE	$11.95
FOAM-FIT GOGGLE	$8.95
Smoked and Clear Lens	$ .98
Polarized Lens	$3.95

FOAM-FIT GOGGLE

Find them at your local dealer, or write to:
SKYWAY RECREATION PRODUCTS
4451 Caterpillar Road, Redding, California, 96001
Telephone (916) 243-5151

SKYWAY RECREATION PRODUCTS

Circle 21 on page 73

YOU can make it in MOTORCYCLE MAIL ORDER

$5.00

FULL PLAN ON HOW TO GET INTO THIS WIDE OPEN FIELD WITH LITTLE OR NO INVESTMENT!

HOW AND WHERE TO

BUY WHOLESALE

- TELLS HOW TO SET YOURSELF UP (AT HOME) AS A "LEGITIMATE SHOP" SO THAT YOU CAN BUY FROM ANY WHOLESALER.
- SHOWS WHAT KIND OF MOTORCYCLE PRODUCTS SELL BEST BY MAIL.
- LISTS OF MAGAZINE AND AD RATES.
- LISTS OF MAJOR SUPPLIERS AND MFGS COMPLETE WITH TOLL FREE NUMBERS TO ORDER DESKS.
- TIPS ON KEEPING YOUR CUSTOMERS ONCE YOU'VE GOTTEN THEM.
- HOW TO PUT TOGETHER A CATALOG.

This is not a get-rich-quick scheme! We're not stroking anybody – if you want to get rich quick sell dope or rob banks – don't do this. Our plan is simply a way for people who love motorcycles to make a living doing what comes naturally.

SEND $5.00 TO: T.D.C.
P.O. BOX 735, 10440 BEACH BLVD.
STANTON, CA 90680

Circle 22 on page 73

SUPERCROSS

Continued from page 37

Pomeroy and Weinert moved steadily through the pack, but Weinert dumped it on the front straightaway and lost several positions. After half an hour or so, the race turned into a real crash-a-rama with everybody going down at least once, and several riders sticking their bikes in the mud up to the motor cases. Consistency, with a reasonable amount of speed, kept Hannah in front with Pomeroy second, Savitski third and Stackable fourth.

Hannah unloaded in slow motion twice, allowing Savitski and Pomeroy past, then Savitski got stuck in the mud three laps from the finish.

At this stage, very few riders could use their mud-filled brakes even if they could find the pedals. Transmissions wouldn't shift because the levers were either broken off or jammed, and footpegs and handlebar levers were gone. A good clutch was one that just worked half-way, and engines were frying because their cooling fins were crammed with several inches of adobe.

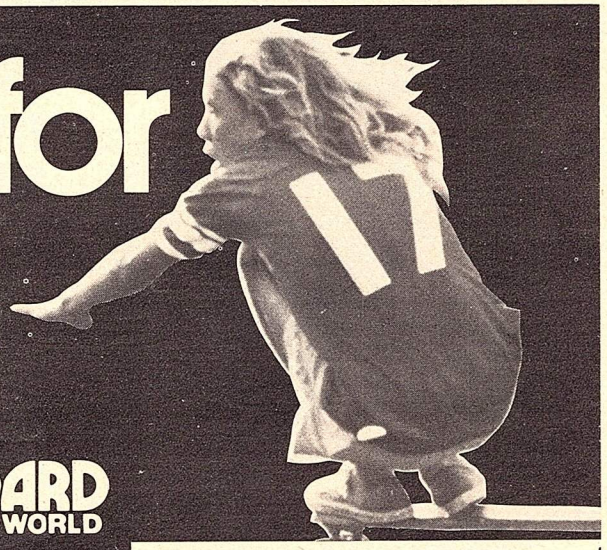
This was the cheerful scenario as Jim Pomeroy came around on the last lap, apparently the winner. But somewhere out there both he and Hannah fell, and Bob was first man up and first to the finish. Following them in third was Stackable, who managed the most consistent if not the most spectacular ride of the evening, or more accurately, morning.

One would think that Dallas' motocross fans had endured more than their share of mud motocross, but the next day several thousand showed up at Texas Stadium for Round Two. They were met in the parking lot by orange-shirted attendants who said to keep tuned to a local radio station for the new race date. There was no way to reschedule the Sunday Supercross event, so it was canceled, and probably mercifully so.

RESULTS – DALLAS SUPERCROSS
Saturday

1. Bob Hannah (Yam); 2. Jim Pomeroy (Hon); 3. Steve Stackable (Mai); 4. Marty Smith (Hon); 5. John Savitski (Suz); 6. Gaylon Mosier (Mai); 7. Frank Stacy (Pen); 8. Tommy Croft (Hon); 9. Danny LaPorte (Suz); 10. Steve Wise (Suz); 11. Jim Weinert (Kaw); 12 Chuck Sun (Hus); 13. John Ayers (Mai); 14. Terry Clark (Kaw); 15. Rich Eierstedt (Bul); 16. Rick Burgett (Yam); 17. Furman Gray (Mai); 18. Ken Zahrt (Bul); 19. Greg Robertson (Oss); 20. Greg Theiss (Hus).

Go for it!



WITH SKATEBOARD WORLD

All the excitement of sidewalk surfing from around the corner and around the world. . . . Wheelies, Kick-flips, pool and bowl riding; tips from the pros, people, places, full coverage of competition, plus much, much more.

It's Hot!

SKATEBOARD WORLD
P.O. Box 317
Encino, California 91316

6 issues – $5.00

(Please enclose check or money order) Canadian subscriptions add $1.00 additional postage and handling. Other foreign subscriptions add $2.00.

MX5-7

Name _____

Address _____

City _____

State _____ Zip _____

Pontiac

Under the bubble

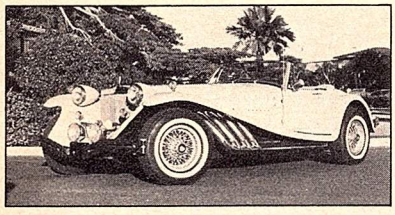
It had been five long weeks of indoor and stadium racing and they had a two-night stand left in Pontiac, Michigan's Silverdome. The Silverdome is a stadium covered with a giant air-suspended balloon roof. At least the rain wouldn't fall like it had the week before in Dallas. A lot of nerves had been frayed in week after week of bump and grind. Everybody had been knocked off, slowed up or elbowed by somebody, but it was only a week to go until the 250 and 125 National Championship series started outdoors. Everyone was relieved by that prospect.

The news from Pontiac was the same news it had been each week. Bob Hannah effectively cleaned the clocks of America's best motocrossers and then took his race bike and raffled it off.

GOOD NEWS . . . AUTO REPORTS MAGAZINE IS GOING BI-MONTHLY!

Cover-to-cover, AUTO REPORTS is packed with indispensable facts, fundamentals, exclusives, photos and the most informative up-to-the-minute information on the WHOLE automotive industry!

COMPLETE ROAD TESTS of some of the world's most exciting automobiles.
PREVIEWS of Detroit's new model lineups.
SPECIAL FEATURES on subjects ranging from handling dealer warranty problems to investigative reports on alternate power sources.



AUTO REPORTS SAYS IT ALL. AUTO REPORTS GIVES IT ALL. SEND IN YOUR SUBSCRIPTION TODAY!

AUTO REPORTS MX5-7
P.O. Box 317
Encino, California 91316

6 Issues — $5.00
(Please enclose check or money order)
Canadian subscriptions add $1.00 additional postage and handling.

NAME _____
ADDRESS _____
CITY _____
STATE_____ZIP_____

Competition had begun to rear its head the past few weeks, and in Pontiac the battle came from an injured Tony DiStefano. The D. had gotten his foot stuck in Hannah's rear wheel and the damage was extensive. All the skin was ripped off of his heel, the ankle was swollen and his toes had been forced back with enough force to turn them all black and blue. The next day in the final he tangled with teammate Danny LaPorte and went down again. Both times Tony D. came charging back to finish a strong, unchallenged second behind Bob Hannah.

Jimmy Ellis was finally getting adjusted to his proto Can-Am and took a sixth on Saturday night and a third on Sunday. The racing was beginning to shape up for the outdoor series.

RESULTS — SUPERCROSS — PONTIAC — Saturday

1. Bob Hannah (Yam); 2. Tony DiStefano (Suz); 3. Jim Pomeroy (Hon); 4. Kent Howerton (Hus); 5. Marty Smith (Hon); 6. Jim Ellis (C-A); 7. Mickey Kessler (Mon); 8. Don Kudalski (C-A); 9. Gaylon Mosier (Mai); 10. Rick Burgett (Yam); 11. Danny LaPorte (Suz); 12 Ken Zahrt (Bul); 13. Steve Stackable (Mai); 14. Tony Summey (Yam); 15. Terry Clark (Kaw); 16. Tommy Croft (Hon); 17. Rich Eierstedt (Bul); 18. Pat Moroney (Hus); 19. Jeff Jennings (Suz); 20. Ted Foltz (Mon).

RESULTS — SUPERCROSS — PONTIAC, Sunday

1. Bob Hannah (Yam); 2. Tony DiStefano (Suz); 3. Jim Ellis (C-A); 4. Gaylon Mosier (Mai); 5. Kent Howerton (Hus); 6. Chuck Sun (Hus); 7. Danny LaPorte (Suz); 8. Tony Summey (Yam); 9. Marty Smith (Hon); 10. Don Kudalski (C-A); 11. John Savitski (Suz); 12. Jim Pomeroy (Hon); 13. Mickey Boone (Suz); 14. Rick Burgett (Yam); 15. Terry Clark (Kaw); 16. Tommy Croft (Hon); 17. Gary Semics (Kaw); 18. Jeff Jennings (Suz); 19. Ken Zahrt (Bul); 20. John Ayers (Mai).

1977 AMA SUPERCROSS SERIES POINT STANDINGS

1.	Bob Hannah	156
2.	Jim Pomeroy	132
3.	Jim Ellis	102
4.	Gaylon Mosier	87
4.	Tony DiStefano	87
6.	Kent Howerton	82
7.	Steve Stackable	77
8.	Danny LaPorte	68
9.	John Savitski	60
10.	Tony Summey	57
11.	Chuck Sun	56
12.	Rick Burgett	55
13.	Marty Smith	54
14.	Tommy Croft	52
15.	Terry Clark	47
16.	Jeff Jennings	38
17.	Ken Zahrt	35
18.	Frank Stacy	31
19.	Jim Weinert	28
20.	Don Kudalski	27
20.	Steve Wise	27

MOTOCROSS ACTION

RACIN' JERSEY

MOTOCROSS ACTION RACIN' JERSEYS are finally available to the public. They're just like the ones worn by the editors and test riders for MOTOCROSS ACTION MAGAZINE. All are bright, colored, vented, with reinforced elbows and the logo on both sides. ORDER TODAY!

MX5-7

$14.95 + 50c postage and handling. Please send me _____ racin' jersey(s) S M L XL. Enclosed is $ _____ check or money order.

PLUS PRODUCTS, INC.
MOTOCROSS RACIN' JERSEY
P.O. Box 14945 Las Vegas, Nev. 89114

Name _____
Address _____
City _____
State _____ Zip _____

COMP CROSS ACCESSORIES

CODs Require 25% Deposit. Cashier's Check or M.O. shipped same day. California residents add 6% sales tax.
* When ordering leathers, please give waist and inseam length to the top of the ankle for proper fit.

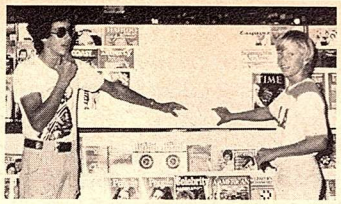
CHECK OUR PRICES

Norstar or Munari Boots (8 to 13½)	$60.95
Norstar or Munari Boots (4 to 7½)	$45.95
"New" Norstar or Munari Team Jerseys	$12.95
Norstar or Munari Nylon/Leather Moto-X pants — Lined with Knee Cups—Cool	$79.95
American Pro Socks (Red or Yellow)	$4.95
CR125 520 Chain Kits Complete	$35.95
Scott Goggles with Face Mask	$14.95
Pro-Tec Chain Tensioners (except Husky)	$15.95
Works Performance Shocks Complete	$99.95
KTM Super-Pro Replacement Pipes (250 & 400)	$69.95
Jofama Shoulder Pads (#318)	$34.95
TT500 38mm Mikuni Kits Complete	$69.95
Oakley Grips (Red, Yellow, Blue, Black)	$3.50
Bell R.T. Helmets (Red or Blue)	$37.95
Shur-Release 2" Web Tie Downs	$6.95
Jofama MX Gloves (S, M, L, XL)	$18.95
"Special" This Month 4.50x18 Metzlers	$42.95
New Green Stripe 3.00x21 Metzlers	$33.95

COMP
P.O. Box 1182
Downey, CA 90241

Circle 23 on page 73

HAVING A TOUGH TIME FINDING . . . ?



Hey guys,

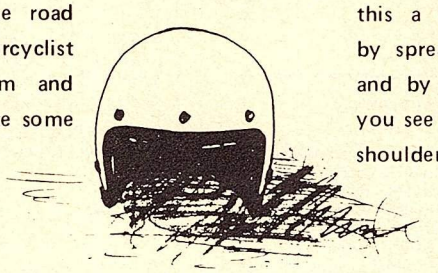
I live in _____ (town or city), and I can't get MOTOCROSS ACTION . . . . at my local dealer, _____ (dealer name and address).

Please get these guys on the ball!

Send to **Hi-Torque Publications, Inc.**
P.O. Box 317
Encino, Calif. 91436

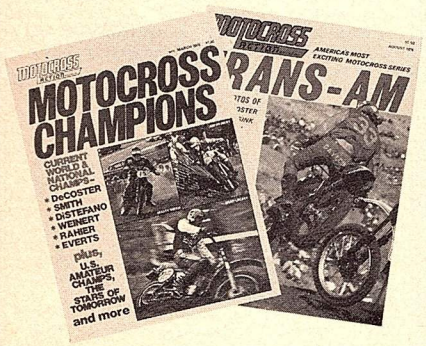
HELMET ON THE SHOULDER

A helmet on the shoulder of the road indicates a motorcyclist has a problem and would appreciate some assistance.



Please help to make this a universal signal by spreading the word and by stopping when you see a helmet on the shoulder.

DYNAMIC MOTOCROSS SPECIALS . . .



GET ONE OF THESE ONE TIME ONLY MOTOCROSS SPECIALS . . . TRULY COLLECTOR'S ITEMS!

BUY TWO — GET TWO FREE MAGAZINES!

HI-TORQUE PUBLICATIONS, INC.
P.O. Box 317, Encino, California 91316

MX5-7

Name _____
Address _____
City _____
State _____ Zip _____

☐ MOTOCROSS CHAMPIONS #1	$1.50
☐ MX TRANS-AM	$1.50
☐ 125 TESTS	$1.50
☐ EUROPEAN STARS	$1.50
☐ U.S. STARS	$1.50

Plus 50 cents each edition for postage and handling. Send all 5 titles. I have enclosed $7.50 plus $2.00 postage and handling. These are limited editions, so hurry . . . return this order form to us TODAY.

STEVE WISE

Continued from page 55

Forks and Air Shox, but other than that he is on his own. Early negotiations with some private engine-building firms resulted in Steve having his hopes built up only to be dejected when they reneged on the deal.

At Sears Point last year during the Trans-AMA Steve holeshot both motos. He finished seventh overall in the 250 class.

"I had to rough it last year and it looks like I will have to rough it again. I don't know how long I can keep going. Even if someone would pay my gas and hotel bills I could afford to race. Now I am paying all the bills myself. Cliff White is one of the best mechanics in the world and we have worked out an arrangement where I pay him also."

Steve isn't sitting by the phone anymore. There is a job to be done. This quiet 19-year-old Texan is going to make waves on the 125 National circuit for the factory guys until he gets a shot.

THE CASE OF THE MISSING MOTORCYCLISTS

Sherlock Holmes solved the Case of the Missing Motorcyclists. They were kicked off public lands because they were too noisy. "Quiet is elementary," he said. When you make noise, you make enemies.

MIC MOTORCYCLE INDUSTRY COUNCIL

For more information, write: Motorcycle Industry Council, 4100 Birch St., Suite 100 Newport Beach, Calif. 92660

MOTOCROSS Classified

RATES FOR READERS: 20 words for $2,00; 25 cents each additional word. COMMERCIAL RATES: 30 cents per word: minimum $10.00. Only one ad per advertiser permitted at these rates in any one edition; maximum of 50 words. No invoicing; payment must accompany orders, including firms on account with display advertising. No commissions, frequency rates or discounts. Ads accepted on the condition that the advertiser agrees to refund reader's money promptly if shipment is delayed and reader requests refund, or if merchandise is returned (in good condition in reasonable period of time). Display style ads permitted in classified section at display advertising rates.

METRIC NUTS AND BOLTS. 250-piece assortment of hex head bolts, machine screws, nuts and washers in convenient storage box. 3mm through 12mm diameter, lengths to 65mm. An important addition to any mechanic's tool collection. $14.95 +1.50 shipping. OHIO METRICS, Dept. MA, Box 22, Warren, Ohio 44482.

INDEX TO ADVERTISERS

AJ Racing Products 17
American Motorcycle Institute 14
Auto Reports 71
Bel-Ray Co. Inc. 75
Bicycle Motocross 13
Bikoni Ltd. 7
Can't Find Issue 72
Chain-Tite 15
Change of Address 17
Color Posters 62
Competition Motocross 71
Cross-Up ..... 2 & 3
Cycle Fabrics 69
D&K 12
Dirt Bike Buyer's Guide 65
DG Performance 9
Goodyear Tire & Rubber Co. 76
How To One Shots 56
JT Racing Inc. ..... 10 & 11
Laidig's 65
Motocross Action Back Issues 67
Motocross Action One Shots 72
Motocross Action Racing Jersey 71
Motocross Action Reader Service 73
Motocross Action Subscriptions Ad 19
Motocross Center 13, 67
Motocross Champs 25
Moto-X Fox 15
Moto-X-Specialists 65
No. Amer. School of Motorcycle Repair 67
Number One Products 64
Performance Distributors Inc. 4
Performance Products 17
Photo Album One Shots 64
Plus Products Gifts 66
Protopipe Exhaust Systems 14, 68
Skateboard World 70
Skyway Recreation Products 69
Superbowl 45
Tank-T-Shirts 57
Torsten Hallman Racing 65
Trick Distributing 25

READER SERVICE DEPT.

MOTOCROSS ACTION

It's simple and fast!

Here's how it works:

(1) Print or type your name, address, city and state on the coupon below.

(2) Circle the code number on the coupon (please limit to 6 numbers) which corresponds to the number at the bottom of the ad on the page where the advertisement appears. Literature and the name of your nearest dealer will be sent directly and automatically from the advertiser.

(3) Place coupon in your own envelope. Enclose 25 cents to cover cost of postage and handling (please wrap the coin in paper — not in tape) and mail to:

READER SERVICE DEPT.
MOTOCROSS ACTION MAGAZINE
P.O. Box 317
Encino, California 91316

(Allow 6 to 8 weeks for processing.)

MX5-7

Name _____

Address _____

City _____

State _____ Zip _____

1	2	3	4	5	51	52	53	54	55
6	7	8	9	10	56	57	58	59	60
11	12	13	14	15	61	62	63	64	65
16	17	18	19	20	66	67	68	69	70
21	22	23	24	25	71	72	73	74	75
26	27	28	29	30	76	77	78	79	80
31	32	33	34	35	81	82	83	84	85
36	37	38	39	40	86	87	88	89	90
41	42	43	44	45	91	92	93	94	95
46	47	48	49	50	96	97	98	99	100

In order to continue making MOTOCROSS ACTION the kind of magazine *you* want to read, we'd like your help by answering the following questions (circle the letter next to your answer):

1. AGE GROUP
a) a) Under 16
b) 16-20
c) 21-25
d) 26-30
e) 31-40
f) 41 and over

2. ANNUAL INCOME
a) Under $10,000
b) $10,000-$14,999
c) $15,000-$19,999
d) $20,000 or more

3. DO YOU OWN A MOTORCYCLE?
a) Yes
b) No

4. IF YES, HOW MANY? _____

5. WHAT MAKES DO YOU OWN?
a) Honda
b) Yamaha
c) Suzuki
d) Kawasaki
e) Bultaco
f) Montesa
g) Ossa
h) Maico
i) Triumph
j) Can-Am
k) Harley-Davidson
l) Rokon
m) Hodaka
n) Penton/KTM
p) Husqvarna
p) other

6. WHAT TYPE OF BIKES DO YOU OWN?
a) trail/enduro
b) motocross
c) street/ trail
d) trials
e) flat-track
f) speedway

7. DO YOU COMPETE IN ORGANIZED COMPETITION? IF SO, WHICH TYPE?
a) motocross
b) enduros
c) trials
d) flat-track
e) speedway

8. DO YOU PLAN TO BUY A NEW BIKE WITHIN THE NEXT YEAR?
a) yes
b) no

9. IF "YES", WHAT MAKE DO YOU PLAN TO BUY? _____

10. HOW MUCH MONEY DO YOU PLAN TO SPEND ON ACCESSORIES FOR YOURSELF AND YOUR BIKE THIS YEAR?
a) $0-$25
b) $25-50
c) $50-$100
d) $100-$200
e) $200-$400
f) $400 and over

11. IN ORDER, WHICH FIVE TYPES OF ARTICLES INTEREST YOU THE MOST?
a) competition
b) technical
c) new bike tests
d) personality features
e) product evaluations
f) other
1st _____
2nd _____
3rd _____
4th _____
5th _____

12. IN ORDER, WHICH FIVE MOTORCYCLE MAGAZINES DO YOU READ MOST OFTEN?
a) Dirt Bike
b) Motocross Action
c) Cycle
d) Cycle World
e) Cycle Guide
f) Popular Cycling
g) other

(insert letter)
1st _____
2nd _____
3rd _____
4th _____
5th _____

Berm Shot

Pile-up At Saddleback

Photography by Jody Weisel

RACE TUNE YOUR SUSPENSION WITH BEL-RAY

The suspension system of your dirt machine has got to take jumps, hard landings, down hills, whoop de doos, high speed corners and whatever else the course dishes out. In the past few years, handling performance has become a real science with the development of long travel forks, air forks and special spring kits, not to mention forward mounted rear suspension units, laid down shocks and trick rebuildable rear shocks. The leader in pioneering special suspension lubricants is Bel-Ray - designing lubricants to exceed the latest suspension requirements. You can tune your machine for your weight, riding style and course conditions with the wide variety of fork oils and shock oils from Bel-Ray.

TUNING FRONT FORKS. You can adjust your front fork suspension with springs, oil and now even air pressure. Factory engineers design springs which are matched for performance of the machine, and normally need not be changed. Air forks demand use of the highest quality fork oil. The oil is the quickest, easiest way to adjust dampening for individual rider preference and course condition. There is no standard weight of fork oil that is right for everybody. Each rider has to determine what is right for him and his machine. That's why Bel-Ray has six weights of Fork Oil to choose from to meet every rider's demands: SAE-5, SAE-10, SAE-20, SAE-30, SAE-40, and SAE-50. Forks ride softer with lighter grade oil (SAE-5, 10). For stiffer ride, use heavier oil (SAE-20, 30). Use heaviest oil for extremely firm fork action (SAE-40, 50). The weight of the oil may determine dampening, but the quality is equally as important. Bel-Ray fork oils are formulated to give consistent performance. They do not foam, thin out or break down even under the most grueling race conditions. Internal parts will not varnish or gum-up, and you get protection from rust and oxidation. A special additive, "Seal Swell" minimizes seal leakage.

For the finest protection and performance insist on Bel-Ray Fork Oil for your machine— the exact same fork oil used by top factory racing teams.

REAR SHOCKS (rebuildable). Long travel rear suspension has put more stress and pressure on rear shocks. A need developed for special rear shocks with cooling bodies, remote reservoirs and added oil capacities. Bel-Ray worked with factory teams and shock manufacturers to develop special shock oils to meet these requirements. Bel-Ray LT Series Shock Oil is formulated specifically to exceed the demands of competition shocks and is recommended by most rebuildable shock manufacturers. Three grades are available: LT100 (SAE-5), LT200 (SAE-10), and LT300 (SAE-20). Bel-Ray's LT rear shock oils reduce wear and friction and maintain consistency at all temperatures. They will not foam or thin out even under the toughest use. Internal shock parts are protected against rust and oxidation by special additives. The weight of oil you select is a matter of preference, depending upon weight, rider and machine.

WHEEL BEARINGS, SWING ARM BUSHINGS AND STEERING HEAD. Often overlooked in the suspension system are the grease lubrication points. Bearings and bushings must move freely without drag for top performance. Properly lubricated surfaces not only fight friction, but seal out sand, dust and dirt that can cause wear and eventually flex in the system. Bel-Ray's waterproof grease won't wash out of bearings or bushings, and gives lasting protection against rust and corrosion. It is specially formulated to cling to metal surfaces, and won't swell seals or o-rings. Bel-Ray's Wheel Bearing and Chassis Grease works with all conventional grease guns.

Suspension tuning is as important to handling and total performance as engine tuning is to top end and horsepower. You get out of your machine what you put into it...so put in the best... use Bel-Ray Total Performance Lubricants. Sold only at motorcycle dealers.

BEL-RAY
TOTAL PERFORMANCE RACING LUBRICANTS

Bel-Ray Company, Inc.
Motorcycle and Automotive
Lubricants Division
P.O. Box 526, Dept. K31
Farmingdale, NJ 07727
(201) 938-2421 Telex 132476

Western Office:
14670 Firestone Blvd., Suite 410, Dept. K31
La Mirada, CA 90638
(714) 522-0581, (213) 921-1055

Send 50¢ for decal and full color brochure of the complete Bel-Ray lubrication line.

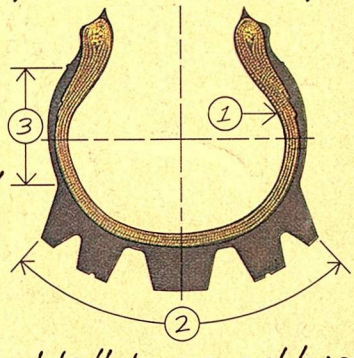
EAGLE M/X II

A study in strength

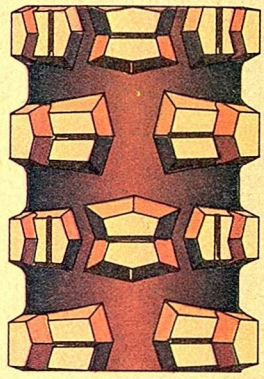
If you ride motocross, hare scrambles or enduros, we're not about to tell you how punishing

it can be. But we would like to tell you this... Goodyear has studied motocross for some time and, with the help of riders like AMA 1975 Supercross Champion Jimmy Weinert, we engineered a new M/X tire. The Eagle M/X II. You should know what we did, and why we did it.

1. The Eagle M/X II starts with a rugged nylon cord body; then a new, extremely tear-resistant rubber compound is added.

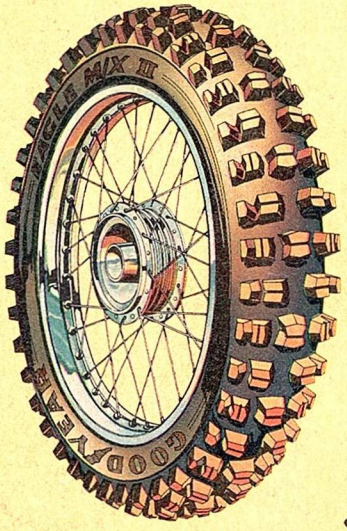


2. Its wide, flat footprint and tall, tapered lug design make for a stiffer and harder working tire. Shallow grooves in the top of each lug put hundreds of biting edges to work when you're running on marbly or hard pack surfaces.



3. The Eagle M/X II has a new high-standing sidewall, designed to flex and absorb the kind of shocks a motocross can throw at you.

4. The M/X II... it's a Goodyear Eagle. And every Eagle tire is painstakingly engineered for a specific type of rider. There's one for the way you ride. Ask your friends. Ask your Goodyear dealer about the Eagle M/X II... it's a study in strength.



GOODYEAR